The Hongkong Telegraph.

No. 404. MONDAY, MAY 14, 1883. SIX DOLLARS PER QUARTER.

SUPREME COURT OF HONG KONG 15 MAY 83

For Sale.

CHEAP STATIONERY.

LANE, CRAWFORD & Co.

ARE NOW SHOWING A PARCEL OF

CHEAP STATIONERY.

MACHINE AND HAND MADE

FOOLSCAP, LETTER & NOTE PAPERS.

CHEAP PRIVATE

AND

COMMERCIAL ENVELOPES.

BLOTTING PAPER.

SCRIBBLING AND MEMORANDUM

BLOCKS.

OFFICE SUNDRIES OF ALL KINDS.

LANE, CRAWFORD & Co.

Hongkong, 11th May, 1883. [340

Insurances.

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND...Tls. 290,553.95

TOTAL CAPITAL and ACCUMULATIONS, 8th May, 1882.....Tls. 940,553.95

DIRECTORS.

H. DE C. FORBES, Esq., Chairman.
J. H. PINCKVOSS, Esq. | WM. MEYERINK, Esq.
A. J. M. INVERARITY, Esq. | G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premia paid by them.

RUSSELL & Co., Agents.

Hongkong, 23rd January, 1883. [83

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & CO.

Hongkong, 15th June, 1881.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [457

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [106

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL..$833,333.33.
RESERVE FUND..... $70,858.27.

BOARD OF DIRECTORS.

LEE SING, Esq..... | LEE YAT LAU, Esq.
LO YEOK MOON, Esq. | CHU CHIK NUNG, Esq.

MANAGER.—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 1st September, 1882. [601

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS of Twenty per cent. upon Contributions for the Year 1882 has this day been DECLARED.

Warrants may be had on Application at the office of the Society on and after the 21st inst.

By order of the Board,
DOUGLAS JONES,
Acting Secretary.

Hongkong, 7th May, 1883. [359

LOST.

ON WEDNESDAY AFTERNOON between Murray Pier and Government House, A GOLD LOCKET, with MONOGRAM and CREST.

The Finder will be REWARDED, if necessary, on RETURNING the same to the "HONGKONG TELEGRAPH" OFFICE.

Hongkong, 4th April, 1883. [360

Auctions.

FURNITURE SALE.

LANE, CRAWFORD & Co. have been instructed by R. LOWE, Esq., No. 1, Mosque Street, to Sell by Public Auction, on

SATURDAY,

the 19th instant, at 2 O'CLOCK P.M.,

THE WHOLE OF HIS

HOUSEHOLD FURNITURE,

Comprising :—

CRETONNE COVERED CHAIRS and COUCHES, MIRRORS, CURTAINS, CROCKERY, GLASS and PLATED WARE, BEDSTEADS, WARDROBES, TOILET GLASSES, DRESSING TABLES, PICTURES, &c., &c.

ALSO,

A COTTAGE PIANO by BUSCHMAN.

Catalogues will be issued.

TERMS.—As usual.

LANE, CRAWFORD & Co., Auctioneers.

Hongkong, 12th May, 1883. [378

Notices of Firms.

NOTICE.

MR. ANTONIO JOSE DA FONSECA is AUTHORISED to Sign my name per procuration from this date.

M. A. DOS REMEDIOS.

Macao, 26th April, 1883. [333

NOTICE.

THE INTEREST of the late WILLIAM EDWARD HENRY DUNN in Our Firm ceased on the 28th March last.

DUNN, MELBYE & Co.

Hongkong, 7th May, 1883. [358

NOTICE.

WITH reference to the late CHEA KAI TUNG, Manager and Partner of YEE CHONG HONG, No. 60, Bonham Strand, who left for Fokien to celebrate his mother's obsequies, but died a month after arrival there, at the request of his wife, concubine, son, &c., the settlement of the accounts of the above firm and deceased's private accounts, have, by the permission of the Supreme Court, been entrusted to GAN KONG POY, ON SING CHOW, and CHEA PHOO GEAN. Notice is given that the accounts up to the end of Yam Ng Year have been settled, and deceased's interest therein ended. The YEE CHONG Firm's Partners are now as follows :—DON JOAQUIN B. LIMJAP, LUM CHEU TO, LUM HUM LIM, CHOI LIM SANG, CHONG KONG CHEUNG, LUM HOCK CHIN and CHEA HU KEE, &c.

GAN KONG POY,
ON SING CHOW,
CHEA PHOO GEAN,
Trustees.

Hongkong, 5th May, 1883. [356

To be Let.

TO LET.

A TWO STOREY HOUSE (6 ROOMS) with GARDEN, in Mosque Junction. The above has Gas and Water laid on; and immediate possession can be had.

For Particulars apply to
D. NOWROJEE,
Hongkong Hotel.

Hongkong, 6th April, 1883. [18

TO LET.

FOR ONE YEAR from June next, the New BUNGALOW at the PEAK on R. B. Lot 20, now roofed in and nearly completed, the property of Mr. J. ENSTON SQUIER.

For all information, apply to
BIRD & PALMER.

Queen's Road,
Hongkong, 19th April, 1883. [307

TO LET.

NO. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.

No. 7, GARDEN ROAD (at present occupied by Messrs. DRETJEN & Co., and will be vacant on the 30th June next).

No. 25A, PRAYA CENTRAL.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, 10th April, 1883. [7

For Sale.

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS..... $22 per Case.
PINTS..... $23 per Case.

Apply to
MELCHERS & Co.

Hongkong, 2nd March, 1882. [8

FOR SALE.

EX STEAMSHIP "LAERTES."

A CONSIGNMENT of HOCKING'S PATENT FRESH WATER CONDENSERS.

THE BEST & CHEAPEST EVER MADE.

Capable of Condensing Three Thousand Gallons per day.

Apply to
G. FENWICK & Co.,
Victoria Foundry.

Hongkong, 25th April, 1883. [328

FOR SALE CHEAP.

FIVE TO SIX HUNDRED TONS COKE

IN LOTS FROM ONE TON UPWARDS.

COAL TAR IN BARRELS.

CHOY CHEW,
230, PRAYA WEST.

Hongkong, 5th April, 1883. [262

FOR SALE CHEAP.

SEVERAL GOOD PONIES, suitable for Hacks, Carriage Ponies or Jumpers.

Apply to R. FRASER-SMITH,
Hongkong Telegraph Office.

Hongkong, 3rd March, 1883.

Intimations.

ARRIVED

EX S.S. "GLENARTNEY."

A LARGE ASSORTMENT

OF

LADIES' FASHIONABLE

STRAW HATS AND BONNETS.

ALSO,

CHILDREN'S AND GENTLEMEN'S

STRAW HATS.

ROSE & CO.

31 AND 33, QUEEN'S ROAD CENTRAL.

Hongkong, 7th May, 1883. [360

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

NEW SPRING GOODS.

EX S.S. "GLENCOE."

WHITE DRESS MATERIALS.
CREAM DRESS MATERIALS.
NUNS' VEILINGS in every Color.
SUMMER BEIGES in every Color.
GALATEAS for Boys' Washing Suits.
WHITE INDIA MUSLINS.
MULL CORD MUSLINS.
WHITE VICTORIA LAWNS.
BLACK and COLORED SUNSHADES.
LADIES' PATENT LEATHER SLIPPERS.
LADIES' & CHILDRENS' BOOTS & SHOES.

EX S.S. "GLENOGLE."

New Patterns in POMPADOUR SATEENS.
Plain Colored SATEENS in every Shade.
FRENCH PERCALES in every Pattern.
Specialities in ZEPHYR CHECKS.
CANVAS CORSETS for Summer Wear.
SUMMER PAJAMAH FLANNELS.
Novelties in LADIES' SILK UMBRELLAS.
Trimmed & Untrimmed HATS & BONNETS.
A Choice Selection of FLOWERS.
OSTRICH TIPS & FLATS in Light Colours.
INKSTANDS in Great Variety.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO.,
VICTORIA EXCHANGE, HONGKONG.

Hongkong, 4th April, 1883. [349

KELLY & WALSH'S

LIST OF NEWLY IMPORTED TOBACCOS AND CIGARETTES.

TOBACCOS.

RICHMOND GEM CURLY CUT.
SWEET CAPORAL.
HALF CAPORAL.
CAPORALS.
TRIPLE ALLIANCE.
EXTRA BRIGHT VIRGINIA.
LONG CUT VIRGINIA.
TURKISH MIXTURE.
COCK ROBIN.
BRIGHT AMERICAN BIRD'S EYE.
UGLY CUT (CAVENDISH.)
PERIQUE VIRGINIA MIXTURE.
VETERAN.
WILLS' BRISTOL BIRD'S EYE.

TOBACCOS—(CONTINUED.)

OLD JUDGE.
HAPPY THOUGHT—Medium Strength.
DOLLAR BRAND—Full Strength.
STAR MIXTURE—Mild.
GOLDEN EAGLE—Medium Strength.

CIGARETTES.

LITTLE BEAUTIES.
OLD JUDGE.
CAPORAL.
HALF CAPORAL.
RICHMOND GEM.
RUSSIAN CIGARETTES.

HAVANA CIGARS OF THE CHOICEST BRANDS; MANILA CIGARS AND CHEROOTS, THOROUGHLY WELL SEASONED.

NEW GOODS JUST RECEIVED.

New Assortment of Cut Scraps.
New Passe Partouts.
Call Bells.
New Photo Albums for Cabinets only.
News Cutting Scrap Books.
Canton Drawing Pencils in Boxes of 6 Grades.
Skeleton Guard Books.
Invoice Guard Books.
Prepared Charcoal for Drawing.
Perry's Patent Ventilating Garters.
Portable Dressing Cases for Gentlemen.
Prang's Wall Plaques.
Miniature Plaques for Hand Painting.
New Chit Books and Chit Cases.
Limp Leather Manuscript Books.
Cheap Manuscript and Note Books.
Novelties in Purses, Portmonnies, Ladys' Companions, Hand Bags, &c.

SPECIALTY :—ANTI-COCKROACH VARNISH effectually prevents the destruction of Books by Cockroaches. It neither injures the binding, nor produces the objectionable sticky appearance common with Chinese Varnishes.—Sole Proprietors.

KELLY & WALSH—HONGKONG.

Hongkong, 28th April, 1883. [560

W. BREWER.

HAS JUST RECEIVED.

THE FOLLOWING POPULAR BRANDS OF TOBACCOS.

OLD JUDGE.
VANITY FAIR.
SWEET CAPORAL.
VETERAN.
BRIGHT VIRGINIA.
BIRD'S EYE.
COCK ROBIN.
UGLY CUT.
SHAG CUT.
PERIQUE MIXTURE.
TURKISH MIXTURE.
TRIPLE ALLIANCE.
CAPORAL.

ALSO,

A LARGE STOCK OF BRIAR WOOD PIPES MEERCHAUM CIGAR AND CIGARETTE HOLDERS, TOBACCO POUCHES AND SMOKERS' SUNDRIES.

W. BREWER,
QUEEN'S ROAD.

Hongkong, 12th May, 1883. [703

WILLIAM SCHMIDT & CO.

GUNMAKERS & AMMUNITION DEALERS,

BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand. [9

F. D. GUEDES.

WINE MERCHANT AND GENERAL COMMISSION AGENT.

No. 5, D'AGUILAR STREET.

HAS always on hand a large assortment of CHOICE WINES of the best quality, at Moderate Prices.

Hongkong, 2nd October, 1882. [663

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"ARABIC,"

will be despatched for San Francisco, *viâ* Yokohama, on MONDAY, the 21st instant, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 per cent. from Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company No. 50A, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, 5th May, 1883. [2

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "ARABIC" from San Francisco, &c., are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their Goods.

Cargo impeding discharge of the Steamer, will be landed and stored at Consignees' risk and expense.

F. E. FOSTER,
Agent.

Hongkong, 9th May, 1883. [1

Intimations.

NOTICE.

A GENERAL MEETING of the MEMBERS of the ENGINEERS' INSTITUTE will be held on FRIDAY, the 18th instant, at EIGHT P.M., in the Hall of the INSTITUTE.

J. K. REBBECK,
Hon. Secretary.

Hongkong, 10th May, 1883. [369

NOTICE.

THE OFFICES of the Undersigned have this day been REMOVED to the 1st Floor of 43, QUEEN'S ROAD CENTRAL, above Achee's Furniture Store.

DENNYS & MOSSOP,
Solicitors and Notaries Public.

Hongkong, 31st March, 1883. [246

HONGKONG HOTEL COMPANY, LIMITED.

THE DIRECTORS are now prepared to receive TENDERS from suitable persons for a term of FIVE YEARS, for the lease of the HONGKONG HOTEL, with FURNITURE complete.

The Building (together with a powerful passenger lift,) will comprise after the proposed alterations and additions have been completed, viz :—

THE BASEMENT.

Two Grand Entrances from Pedder's Street and Queen's Road. Bar, Billiard, Reading and Smoking Rooms with separate Entrance from Pedder's Street.

A handsomely fitted up Ladies' Room, for the use of visitors and others.

Manager's and General Offices, Kitchens, Store Rooms,

&c., &c., &c.

FIRST FLOOR.

A Public Dining Room capable of dining upwards of 170 persons at the same time.

ONE LARGE BREAKFAST ROOM.

FIVE elegant and beautifully fitted up suite of ROOMS, consisting of a Private DINING ROOM, DRAWING ROOM, CARD ROOM, READING ROOM, and BILLIARD ROOM.

TEN Bed Rooms with a Bathroom to each.

SECOND AND THIRD FLOORS

Have each 26 lofty, well ventilated and lighted Bed Rooms, opening on to large Verandahs with a commodious Bath Room for each room.

All the Passages and Corridors throughout the premises are wide and well lighted; most of the furniture will be new and made expressly for the climate.

The special attention of Hotel Keepers and others is drawn to the unusual advantages offered.

Tenders to state sum per annum, and to include taxes. No Tender under $3,500 per mensem will be entertained by the Directors.

Hongkong, 16th April, 1883. [292

FOR SALE.

PRICE $1,000 ONLY.

A BEAUTIFUL SUMMER RESIDENCE in MACAO, comprising BUNGALOW, with spacious FLOWER and VEGETABLE GARDENS, occupying a cool and healthy situation and commanding a magnificent view. Excellent spring water, and sea bathing only a few yards distant.

For Particulars, apply to
J. NOVES E SOUZA.
Pharmacia Lisbonense,
Macao.

Macao, 12th April, 1883. [352

Shipping.

STEAMERS.

FOR MANILA VIA AMOY.

THE Spanish Steamer

"EMUY,"

Captain Rementaria, will be despatched for the above Ports, TO-MORROW, the 15th inst., at FIVE P.M.

For Freight or Passage, apply to
REMEDIOS & Co.

Hongkong, 11th May, 1883. [371

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"CRYSTAL,"

Captain R. A. Darling, will be despatched for the above Ports, on WEDNESDAY, the 16th inst., at TWO P.M., instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 14th May, 1883. [365

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, FIJI and TASMANIA.

THE Eastern and Australian Steamship Company's Chartered Steamer

"GORDON CASTLE,"

Captain Waring, will be despatched as above, on WEDNESDAY, the 16th instant, at 4 P.M.

Parcels (all of which must be sent to our Office) will be received up to 4 P.M., on the 15th May.

Contents and Value of Packages must be declared.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 8th May, 1883. [327

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

THE Steamship

"LIBAN,"

Candolle, Commander, will sail on or about MONDAY, the 21st May, for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, *by which through freight may be booked.*

The Company has a Forwarding Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers.

Each Steamer carries a Surgeon and Stewardess.

FIRST-CLASS FARE TO MARSEILLES..... $300.
SECOND-CLASS FARE TO MARSEILLES... $240.

RETURN TICKETS are now granted by the Steamers of this line available for the undermentioned periods, to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

	1ST CLASS.	2ND CLASS.
6 Months.....	$520.....	$410.
12 "	560.....	445.

Special rates are arranged for families.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 30th April, 1883. [335

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. H American Bark

"NICHOLAS THAYER,"

Crosby, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1883. [376

FOR NEW YORK.

THE American Bark

"C. B. HAZELTINE,"

Gilkey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 10th March, 1883. [191

FOR SAN FRANCISCO.

THE American Ship

"GUARDIAN,"

Fletcher, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 19th April, 1882. [303

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Ship

"WANDERING JEW,"

Talpey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 15th March, 1883. [210

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Bark

"PENOBSCOT,"

Eaton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 19th April, 1883. [301

FOR VICTORIA B.C. AND NEW TACOMA W.T.

THE American Ship

"MERCURY,"

Panno, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 19th April, 1883. [304

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRYMEN,
PERFUMERS,
IMPORTERS AND EXPORTERS
OF
MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS
OF
AERATED WATERS.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOOCHOW. [3

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish *The Hongkong Telegraph* daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

MARRIAGE.

At the Registrar General's Office, on Monday, the 14th May, 1883, EDWARD S. WOLFE, of Kingston, Jamaica, W.I., to Miss ROSE MATTHEW of Sydney, N.S.W. [383

The Hongkong Telegraph

HONGKONG, MONDAY, MAY 14, 1883.

IN the last annual report of the Hongkong Chamber of Commerce, under the heading "Taxation on Trade, Harbour and Light Dues, Emigration fees, Junk licenses, and the Stamp Act" we read:—

Your Committee have had under their consideration the various taxes upon trade levied in the Colony. The first subject which has engaged its attention has been that of Light dues, and it will be seen from the figures given in the appendix that there is a just ground upon which to claim a modification of the present tariff.

The Income from this source from 1875 to 1881 was $113,290.21, while the expenditure, including the cost of erection of the lighthouses, amounted to $88,705.33 leaving a surplus derived from Light dues, which are really a tax upon shipping, of $24,584.88. The surplus of income over expenditure in 1881 was $13,289.24. Your Committee have addressed the Government on the subject, but no reply has yet been received, although the question has been discussed in the Legislative Council.

On this subject the Chairman of the Chamber, the Hon. F. BULKELEY JOHNSON, at the meeting held on March 14th, said:—

"The only other subject matter to which I need allude is that which concerns the taxation of trade, and I think that here also the Chamber will confirm what the committee has done in drawing the attention of the Government to the revenue the Colony derives from this source. I myself am of opinion that the Colony should not tax vessels at all for the purpose of light dues. I see no more reason why the Colony should tax ships coming here for lights than that a confectioner should tax people who come into her shop for gas, when she knows that the more light she throws upon the delicacies she has to offer the more likely is her business to prove profitable. I think, considering the large interests dependent on this harbour being made a depôt for shipping, it is expedient to do all we can to invite ships to come here and not tax them to keep them away."

Mr. GRANVILLE SHARP, certainly one of the most enlightened political economists ever identified with this colony, whose views apparently differed widely from those enunciated so forcibly by the honourable Chairman, made the following observations:—

"Especial reference has been made on this occasion and on the occasion of the last meeting, and also in the Legislative Council, to the oppressive character of the light dues in Hongkong. The same objection, a much more strenuous objection, in fact an almost universal opposition, was made in the colony many years since to the introduction of the Stamp Act, which is also mentioned in the report as a tax upon trade. Is there any tax levied upon the colony which is not a tax on trade? Are we not all here as traders? Are there any interests in the colony, except those of the Government, that are not identified with trade? And therefore are not all taxes on trade? It is unfortunate that we have nothing else to tax but trade. No one stays here any longer than he can possibly help. As soon as he has done his trading he goes away, and very seldom does he leave his funds invested in property here. I therefore venture to say that the taxes of Hongkong are essentially taxes on trade. The trade of the colony is carried on principally in steamers, of which we have some 2,500,000 tons annually arriving here. The amount of tonnage of sailing vessels is now comparatively very insignificant. The tax which a steamer calling here pays—I speak under correction as I am not quite *au fait* in such matters—but I reckon that the tax which a steamer like the *Coptic* pays for light dues, which is the only tax she pays, is one fortieth of one per cent. of her value. The tax which the *Powan* pays on her 150 trips a year, $1.000, is perhaps a tax of some one per cent. on the value of the steamer, and one fifth or one sixth of one per cent. on the capital of the company. Therefore the tax upon steamers for light dues amounts in the case of those steamers which make the fewest trips to something like one fortieth of one per cent., and in the highest and most unreasonable case—(for surely something might be done to reduce the tax on the *Powan*)—to one fifth of one per cent. upon the capital of the company. Those steamers which arrive some 20 or 25 times in the year would pay about the same amount, or one fifth part of one per cent. upon their value. Now the only other taxes we have are assessed taxes and the Crown rent. What do our assessed taxes and the Crown rent amount to on the property invested in Hongkong? They amount to from two to five per cent. per annum. On well situated property they amount to two per cent., and on property to the eastward—in reference to the disabilities of which our chairman has so suitably spoken—taxes in many cases amount to five per cent., per annum. Therefore I say as compared with the taxes on shipping our taxes upon property amount to from twenty-five times to eighty times as much. The shipping, moreover, if it is not found to pay in Hongkong, can safely be transferred to some more profitable place. The property, on the other hand, is situated in Hongkong and and must remain here in good times and bad, in fair weather and in foul. The taxes on shipping moreover, are levied on those who are absent from or unconnected with the colony; the taxes upon property are almost entirely levied upon ourselves. If there is a surplus upon the light dues of one cent. per ton might it not be very suitably appropriated in realising that long thought of and long desired object—the lighting of Gap Rock. In Sir Richard MacDonnell's time an attempt was made to carry out this project, but a difficulty arose with regard to the Chinese. They desired to have entire control of the matter, which of course was thought unsuitable. I believe it is the opinion of shipmasters in general that such a light is required. If the fund is found sufficient after that is accomplished, should we not have an international effort for the lighting of that terrible series of rocks known as the Pratas Shoals. The matter has been referred to by many boards which have sat to inquire into the circumstances of wrecks which have occurred there, frequently with sad and terrible loss of life. Other places are interested besides Hongkong and the work would have to be done by an international effort, but if a suitable contribution were given by the colony there is little doubt it might be carried out. The Gap Rock could be lighted at comparatively small expense. Doubtless an arrangement could be made with the Dock Company for the weekly relief and supply of the light by the *Fame*, and I think I shall be supported by the views of the Chamber, upon reflection, in saying that there are even more important works to be accomplished than the reduction of the tax of one cent per ton upon shipping."

Apparently determined to have the last word in the discussion, a distinguishing peculiarity which has on many previous occasions been commented on, Mr. JOHNSON availed himself of his position as chairman to criticise Mr. SHARP's speech, and in the course of this criticism observed:—

"With regard to what I said as to my own individual opinion as to the impolicy of taxing vessels at all in this harbour, he (Mr. Sharp) says any surplus should be devoted to the construction of more lighthouses. That remark does not affect the principle we maintained. If it can be shown that more lighthouses are needed then let the Colonial Government apply the surplus of light dues to that purpose, but that is a widely different thing from allowing that surplus to go into the general revenue, a practice which, so far as I know, is not adopted in any civilized nation in the world."

The report of the committee was then, after a few words from the Hon. P. RYRIE, unanimously adopted.

From a document forwarded to us by His Excellency the Governor, it would appear that the committee of the Chamber of Commerce have promptly followed up the public expression of their views, by waiting upon Sir GEORGE BOWEN at Government House and suggesting either a reduction or a total abolition of the Light Dues and certain other charges on shipping. What was said or done by the deputation of the Chamber of Commerce on the occasion referred to, we can only guess, as, for reasons which under all circumstances are not particularly difficult to comprehend, the public press had no intimation that such a course was contemplated. However, from the tenor of Sir GEORGE BOWEN's reply, it may be safely assumed that the arguments adduced in favor of the abolition of the Light Dues, or as the Honourable F. BULKELEY JOHNSON prefers to put it—the abolition of an unjust tax on trade, were identical with the views contained in the report and in the speech of the Chairman, printed above. We also assume that the Governor declined to pledge himself on the spot to any definite decision, but promised to give the matter his best consideration. The question has no doubt been carefully gone into by His Excellency, and eventually the petition of the Chamber of Commerce has been rejected in a most elaborate manifesto, issued on the 11th inst.

As Lord KIMBERLEY stated some eighteen months ago that while there were so many much needed public works in the Colony still to be undertaken he would not be ready to sanction any measures diminishing the source of revenue, the refusal of Governor BOWEN to take any steps towards the abolition or reduction of any form of existing taxation, could scarcely come in the light of a surprise to those who had thoughtfully considered our present financial position, and the many necessary improvements the ever increasing wants of the colony have rendered indispensable. The inconsistency of the Hon. BULKELEY JOHNSON, who has incessantly been urging upon the Government and on the community, the desirability of undertaking most expensive and gigantic schemes in the shape of wider streets, extended praya wall, reclamation of the swamp at Causeway Bay, and other undertakings of a similar character, in constituting himself the special advocate of the remission of a just, necessary and unusually lenient tax which presses hardly on no particular interests, is one of the most glaring anomalies in a public career which has been a striking anomaly from beginning to end. How men of business like the members of the deputation from the Chamber of Commerce could ever have expected an accomplished and experienced practical politician like Sir GEORGE BOWEN to favor such a crude and manifestly unfair measure of class legislation as the proposed abolition of all taxation on the shipping using our harbor for commercial purposes, must be an enigma even to themselves. But did they ever anticipate a favorable result? We scarcely consider it probable, excepting in the case of the Chairman, whose Utopian notions must not be judged by the same standard as the views of ordinary men of the world. And yet the action of the Chamber of Commerce has done some good. It has elicited from the Governor what may be considered the basis of His Excellency's political programme. Sir GEORGE BOWEN's reply to the Light Dues deputation is something more than a mere decision on the points raised by that body. It defines, perhaps somewhat vaguely in several instances, the broad lines on which our new ruler intends to govern the colony. It is a manly declaration of a liberal and enlightened policy which, if carried out—"ay, there's the rub"—will make this dot on the ocean a model to all other colonies, and entitle Sir GEORGE BOWEN to the eternal gratitude of the community and the distinguished consideration of Her Majesty's Government. We append a copy of this important document, and as space will not permit us to deal fairly in one issue with the many questions touched upon by the Governor, we shall devote attention to the various subjects of public importance in a series of articles carefully reviewing and analysing the most remarkable of these projects of practical reform.

The following is the reply of His Excellency to the deputation from the Chamber of Commerce:—

Gentlemen,—I have great pleasure in receiving this deputation from the Chamber of Commerce, the most important public body in Hongkong, which is celebrated not less as a great emporium of trade, than as a Naval and Military Station of the first class. It will always be alike my duty and my pleasure to give my earnest attention to any representations which may from time to time be laid before me by gentlemen who have so large a stake in this Colony, and such a well-informed appreciation of its circumstances and requirements.

I have listened with attention to the arguments which have now been laid before me, and I have perused with care the former letters from the Chamber of Commence to the late Administrator of the Government on the subject of the Light Dues.

If I understand aright, the main argument in favour of the abolition or reduction of what is termed the "Taxation of trade" is, that as Hongkong is a Free Port, it is illogical that Light, or other Port Dues should be so levied as to produce a revenue over and above the necessary departmental expenditure. In other words, it appears to be contended that, for example, the Light Dues should merely cover the cost of their collection and the maintenance of the Lightouses.

Now, Gentlemen, I am ready to admit that there is much logical force in this argument. But unfortunately, all practical experience shows that the world never has been governed, and never will be governed by pure logic. There are manifold anomalies and inconsistencies in the fiscal systems of all countries.

The real practical question for consideration is one to which I gave my attention immediately after my arrival in this Colony. It is this: Is the revenue of Hongkong of such amount in comparison with the necessary expenditure, that the reduction of any existing tax is practicable without finding an equivalent in some new form of taxation.

The Colonial Secretary and Auditor General (Mr. Marsh), whose accuracy and impartiality are known to all, has furnished me with the following facts and figures on this subject:—

The balance of assets is, in round numbers, $1,150,000. Now without taking into account the reclamation of Causeway Bay, and the widening of the Praya, which I should much like to see taken in hand as soon as possible, the Public Works already commenced, or urgently needed, such as the Water-Works, the extension of the Gaol, the new Central School, the necessary repairs to the Police barracks, and the new Water Police Station, with its appurtenances, are estimated to require, in round numbers, $1,303,000. To this amount we must add the Sanitary expenditure which is considered by Mr. Chadwick (the Civil Engineer recently sent out from England to report on the Sanitary condition of this Colony) to be absolutely necessary to ward off the imminent danger of a severe epidemic. This expenditure is estimated at not less than $1,200,000. It will be seen, therefore, that while the assets are only $1,150,000, the necessary expenditure will be $2,503,000, a sum equal to more than double the assets.

Of course there is the obvious alternative of following the example of most nations and colonies, by raising a moderate loan for public works of a permanent character, the whole burden of which cannot be fairly cast upon the present generation. I believe that Hongkong is the only community of importance in the world which is absolutely without public debt. I am, myself, in favour of a loan of the character to which I have referred, but this is a question which must be decided by the Legislative Council, with the sanction of the Imperial Government.

There is little prospect, under the circumstances stated above, of the Imperial Government sanctioning any remission of taxation. Indeed the Secretary of State has already delivered his decision in this matter in a Despatch (No. 170 of the 9th December, 1881) which has already been laid before the Legislative Council. It is there stated:—"Any change in the direction indicated will require careful and detailed consideration: but at present, while there are many much needed public works still to be undertaken, I should not be ready to sanction any measure diminishing the sources of revenue."

Such being the broad state of the case, it would be superfluous for me to enter at present upon any minute examination of the details of all the subjects to which my attention has been directed. I may, however, observe that the proposed reduction of the Light Dues raises a somewhat difficult and delicate question. I am advised that the Licenses on Chinese Junks are regarded as an equivalent for the non-payment by them of the Light Dues; and that if the latter are reduced it would be equitable that the former should be reduced also. Now the Light Dues and Junk Licenses together produce an annual revenue of about $42,000; and it is to be feared that the Colony cannot afford at present to dispense with any portion of this sum.

Again, it should be remarked that the Light Dues at Hongkong are only 1 cent. per ton of the shipping; whereas at Singapore, which is also a Free Port, they amount to 1½d. per ton, *i.e.*, three times as much as here. At Mauritius and other Colonies these dues appear to be still higher than at Singapore. It should be remembered, moreover, that the Colony of Hongkong appears to pay in aggregate taxation less per head of its population than any other British Colony of importance.

I refrain from going further into details at the present moment. It is obvious that after the decision of the Imperial Government referred to above, the Governor would not be justified in taking steps towards the reduction of taxation, without previous authority from home, even if he were more convinced than I can confess myself to be, that such a reduction, however desirable and logical in itself, is just now within the scope of practical politics. But if the Chamber of Commerce will present me with a full statement of its views and wishes, I shall have much pleasure in transmitting that statement to the Colonial Office, where it is sure to receive the respectful attention due to any communication emanating from so important and representative a body.

Perhaps, however, the Chamber may prefer to see this question, and the manifold questions connected with it, submitted, in the first instance, to the deliberations of a re-constructed Legislative Council. For, in conclusion, gentlemen, I may take this opportunity of stating that I have satisfied myself that the present constitution of the Legislative Council of this Colony is wholly inadequate for the proper discussion and settlement of our public affairs. I firmly believe that the community at large will be better represented and satisfied, while the Government will be more fully informed, and, at the same time, strengthened by the weighty support of public opinion, if the unofficial element is considerably increased. At the present moment there are really only two unofficial members. I shall propose forthwith to Her Majesty's Government that for the future there shall be six unofficial members; and that the system which has worked successfully in Ceylon shall be adopted also here. I mean that two of those six members should be, as a general rule, apppointed on the recommendation of the Chamber of Commerce, and one more at least on the recommendation of some other public body, such as the Bench of Justices of the Peace. One of the six Unofficial members will of course be chosen from among our Chinese fellow subjects. It will be remembered that representatives of the native communities have for many years past held seats in the Legislatures of British India, Ceylon, New Zealand, and the Straits Settlements.

Without going further into details at present, I believe that you, gentlemen, will agree with me in thinking that a system of the nature thus shadowed forth will confer on the Colony most of the advantages, without any of the drawbacks of popular election; which, for obvious reasons, is impracticable in a heterogeneous community, circumstanced as is that of Hongkong. Should the Imperial Government sanction my proposals, I feel confident that the Colonial Government and Legislation will derive valuable assistance from the knowledge and ability of the gentlemen recommended by the Chamber of Commerce. The official and the unofficial members alike can have no object in view but the general welfare of the Colony; and I am sure that we shall all work together cordially towards that common object.

TELEGRAMS.

LONDON, 12th May.

ADJOURNMENT OF PARLIAMENT.

Both Houses of Parliament have been adjourned for the Whitsuntide Recess until the 21st instant.

LOCAL AND GENERAL.

A. M. GOMES, of Portugal, was up before Mr. Wodehouse this morning on a charge of being drunk and incapable yesterday and not paying his 'ricksha hire. Gomes admitted the soft impeachment and was let off on parting with 50 cents.

SAYS the *Shanghai Courier* of the 8th inst:—H.B.M.'s despatch-vessel *Vigilant* leaves for Japan to-morrow. We hear that she is to bring Sir Harry Parkes over to this country, and our readers will be delighted to hear that he is so soon to enter on his duties as British Minister at Peking.

WONG FOOK SING, a milkman, was fined by Mr. Wodehouse this morning in the sum of one Merican for keeping billy goats in a dwelling-house, No. 31 Upper Staunton Street. The milkman was somewhat of the opinion of the Irishman who thought the pig "the gintleman who paid the rint" had a right to a share of his domicile.

SAYS the Shanghai *Mercury* of the 9th instant:—There is a rumour to the effect that the Great Northern Telegraph Co. have completed arrangements for the duplication of their Cable between Hongkong and Shanghai, and Shanghai and Nagasaki. This may give the Great Northern Telegraph Co. a new lease of life, speaking metaphorically; but as soon as the Eastern Extension Company complete their lines between this and Hongkong, and the Chinese Government the Tientsin-Kiachta line, the Great Northern Telegraph Co. will necessarily cease to exist; for the well-known *vid Northern* route would thereby be rendered useless. A glance at the map of the Great Northern cables will fully illustrate this.

H.M.S. *Audacious*, with Admiral Willes on board, arrived at Woosung on the 8th instant.

IT is stated that the French end of the Channel tunnel is moving eighteen and the English twenty yards a day.

WE are informed by the Agents, Messrs. Melchers & Co., that the Austro-Hungarian Lloyd's steamer *Bérénice* left Singapore for Hongkong yesterday afternoon.

WATCHES were invented in Nuremburg about the year 1477. Some antiquarians assert, however, that Robert Bruce, King of Scotland, carried one in 1310.

IT is notified in Saturday's *Gazette* that the Governor has approved of the nomination of Messrs. W. H. Marsh, E. L. O'Malley, A. Lister and H. G. Thomsett, R.N. to act as trustees and Mr. A. B. Johnson as auditor of St. John's Cathedral on behalf of the Government.

TWO inquests were held to-day at noon at the Civil Hospital on the bodies of two Chinese coolies of the Taikoo Sugar Works at Quarry Bay, who were found floating near the premises by the company's watchman Syed Moosden. It is conjectured that the coolies were washed away into the bay, by the heavy rains which fell last Saturday while they were asleep in their mat sheds.

H.M.S. *Swift* arrived in harbour yesterday afternoon, with twelve of the crew of the wrecked Dutch schooner *Mataram*, whom they had rescued from the Pratas. We have been furnished with a detailed report concerning the rescue of these men and several other matters connected with the wreck of the *Mataram*, but as it is merely an *ex parte* statement and contains very serious allegations against the Commander of the *Swift*, and as we are further informed that these allegations will be brought formally before the authorities to-morrow, we do not feel justified in publishing what might tend to create unfair prejudices against any of the persons concerned. We understand that two of the crew of the *Mataram* are still on the island.

MR. UN APAK, a coolie, was up before Captain Thomsett this morning on a charge of stealing three taels of prepared opium, valued at $2, last Saturday. Li Ha Tsün, a prepared opium dealer, deposed that at 8 o'clock on the evening of last Saturday he had the pot of opium now in court on his counter. Un entered the shop, snatched the pot with the drug and took to flight. He ran after him and the thief was eventually collared by a constable. Pang Asing, P. C. 229, stated that at the time mentioned on the evening in question he was on duty in Queen's Road West. He heard the voice of complainant calling out "thief" and saw Mr. Un striding along like a redshanks. He stopped defendant and found the pot in his hand. Defendant said he saw a man running who dropped the drug pot, so he picked it up and the constable arrested him. His Worship sent the enterprising Celestial to six weeks' imprisonment with hard labor.

RECENT rains have rendered the roads on the lower levels anything but good going. We don't think "the honourable the Surveyor General" is altogether to blame for this. The jinrickshas cut up the roads terribly, and entail an extra amount of work on Mr. Price's department, and an additional expense to the colony something fearful to contemplate. Can nothing be done to remedy this! We think the authorities have a great deal of power in the matter, if they only cared to exercise it. We presume India rubber tires for the two wheelers would be far too expensive! At all events, these vehicles could and should be limited to carrying one passenger only, and using them as luggage vans ought to be strictly forbidden. We noticed yesterday several 'rickshas with three passengers in each machine, and in one instance two women, a great lout of a man, a child, and a side of roast pork were stuffed into one small sized two-wheeler. With such heavy weights allowed in narrow-tired machines like the 'rickshas in use in this colony, it will be quite impossible to prevent the roads being dreadfully cut up in all weathers.

THE Mastodon Minstrels gave their third entertainment to a limited audience in the Theatre Royal, City Hall, on Saturday night. As the rain fell in torrents the whole day and continued up to the hour of commencing the performance, the manager, in our opinion, would have been perfectly justified in postponing the affair. However, there were about fifty people present at nine o'clock and wishing to keep faith with the season ticket holders and the public generally, Mr. Wolfe very pluckily decided to go on with the show. The unusual pressure on our space will not permit us to detail the performance at length, however, we may state that everything passed off most satisfactorily, the audience receiving the efforts of the various *artistes* with hearty applause. The negro minstrelsy, which as usual formed the first part of the programme, proved as attractive as ever, the whole of the songs, both comic and sentimental, going off in good style. In the variety show Messrs. Morton and Young were exceedingly clever in their contortion dance, whilst Mr. Bowman appeared to great advantage in another of his celebrated character songs, "Over the hills to the poor house." Mr. Billy Wilson appeared in a new light in the "Sand Jig Tournament" and proved himself to be quite a star in this line of business. The performance concluded with Mr. R. Moore's comic sketch "Black Justice," in which that gentleman and Mr. Wilson created great fun by their whimsicalities. We would specially direct attention to a grand performance for soldiers and sailors which will be given this evening. The usual prices have been reduced to twenty five cents for the back seats and fifty cents for all other parts of the house (civilians one dollar) so that a large audience will no doubt take advantage of hearing these talented *artistes* on such favorable terms. The afternoon performance for children postponed on account of the rain last Saturday, will be given on Wednesday.

SHANGHAI SPRING RACES.

(FROM OUR CORRESPONDENT.)

STEWARDS.—H. De C. Forbes, Esq., J. M. Ringer, Esq., W. Paterson, Esq., A. McLeod, Esq., St. C. Michaelsen, Esq., A. Myburgh, Esq., E. O. Arbuthnot, Esq.

FOURTH DAY—SATURDAY, MAY 5TH, 1883.

Our "Off-Day's" racing, which had to be postponed on account of the heavy rains, came off to-day under most favorable circumstances, the weather being perfect and the course in good going order. The attendance both of foreigners and Chinese was very large, and all seemed to enjoy the day's sport immensely. Picaroon opened the programme by winning the half mile race in a common canter from a good field, but later on in running for the Bookmakers' Cup, a one mile race, he was easily defeated by Mufti, a very second class griffin. Picaroon is a fine slashing pony, and of excellent class, for although he cannot at present get beyond half a mile in good company he is only five years old, and so promising that I fully expect to see him stretch the necks of such flyers as Wild Dash, Prejudice, Torpedo, and First Cornet a couple of seasons hence, if he is not raced to a standstill out of his distance, and made a wretched cur by injudicious training. Chatterbox, contrary to general expectation, suffered defeat in the Grand National Steeplechase, the distance, in my opinion being beyond the tether of Mr. Mat. Dawson's handsome grey. Earl Eric, admirably ridden by Mr. Nicholson, cut out the work at such a pace that he had his field beaten a long way from home. Astrologer was another animal greatly fancied for the Grand National; but although he managed to negotiate the course he was never in the hunt with Earl Eric and Chatterbox, and finished a bad fourth. The Torpedo Cup, presented by Mr. St. Andrew, resulted in a great surprise. Black Diamond and Sulla coupled were freely backed against the field; but the little thought of Safety galloped his opponents to a complete standstill, and came in full of running in a shade over 3-18—a performance which stamps the winner a good pony when properly ridden. The Bookmakers' Cup had better be left alone. How a rank duffer like Mufti managed to beat Second Violin at a mile nobody can understand, and the time—2.11½—only makes matters more difficult to fathom. Nobody believes that on his merits the handsome bay—who showed pretty good form in the Consolation—could possibly play "second fiddle" to a brute like Mufti; on this occasion *the instrument* must have been out of tune somehow. The race for the Mafoos' Champions was a very interesting one, old Jolly Friar eventually winning easily from Allegro, Ambassador and a good field. The following are the particulars of the various events:—

HALF-MILE RACE, for all China Ponies that have run in Shanghai; a Sweepstakes of $5 each; weight, 1st. 7lbs; winners at this Meeting 10lbs. extra for one race, 4lbs. additional for each over one. Half-a-Mile.

Mr. Æolus's Picaroon 11st. 8lb....Mr. Dunman 1
Mr. Rodney's Adventurer 10st. 7lb. Mr. Dallas 2
Mr. St. Vincent's General 10st. 4lb.....Mr. Sampson 3
Mr. Wynne's Footlights, 10st. 7lb.....Mr. Nicholson 0
Mr. Tell's Lucifer 10st. 7lb.....Mr. Ruegg 0

Won in a common canter; three lengths between second and third. Time 61½ seconds.

The CHEAPSIDE CUP, value, Tls. 100, presented; for Griffins that have run and not won a Race at this Meeting; weight for inches as per scale; entrance, $5, to go to the second Pony. Three-Quarters of a Mile.

Mr. Kelly's Myrtle 11st. 1lb....Mr. Dunman 1
Mr. Henry's Vendetta 11st. 1lb. Mr. Nicholson 2
Mr. Kesteven's V. C. 11st. 7lb....Mr. Easton 3
Mr. Joss's Ambitious, 11st. 4lb....Mr. Meyerink 0
Mr. Bill's Spiritueso 11st. 1lb.....Mr. Gun 0
Mr. Godolphin's Safety 11st. 1lb. Mr. Bidwell 0
Mr. Bill's Amoroso 10st. 12lb.....Mr. Ehlers 0
Mr. Avlyz's Black Diamond 11st. 4lb.....Mr. Dallas 0
Mr. Pallet's La Rose 10st. 12lb....Mr. Reynell 0
Mr. Edmund's Memo 11st. 4lb. Mr. Wingrove 0

Won cleverly by two and a half lengths; a fair third. Time 1.32.

The GRAND NATIONAL STEEPLECHASE, value, Tls. 100, added to a Sweepstakes of Tls. 5 each; second Pony, Tls. 30; for China Ponies; weight for inches as per scale, with 7lbs added; twice Round a Course selected by the Stewards.

Mr. Oar's ch. Earl Eric, 11st. 5lb.....Mr. Nicholson 1
Mr. Mat. Dawson's gr. Chatterbox, 11st. 11lb.....Mr. Baker 2
Mr. Weed's gr. Kobir, 11st. 5lb.....Mr. Mallerbe 3
Mr. Vyvyan's gr. Astrologer, 11st. 8lb.....Mr. Wintle 0
Mr. Oxley's gr. Opisometer, 11st. 5lb.....Mr. Sampson 0
Mr. Bill's ro. Staccato, (late Scotch Reel).... 11st. 1lb.....Mr. Hart-Buck 0
Mr. Bill's gr. Allegretto, 11st. 8lb.....Mr. Ruttonjee 0
Mr. Bill's gr. Ritenuto, 11st. 8lb.....Mr. Gun 0

Won easily by several lengths; a bid third. Astrologer was fourth, and none of the others got over the course.

The BOOKMAKERS' CUP, value, $100 Presented, for all Ponies that have run and not won a Race at this meeting; weight for inches as per scale. Entrance, $5, to go to the second Pony. One Mile.

Mr. Edmund's Mufti 11st. 4lbs. Mr. Bidwell 1
Mr. Æolus's Picaroon 10st. 12lbs.....Mr. Dunman 2
Mr. Bill's Second Violin, 11st. 4lbs. Mr. Gun 3

Second Violin was backed against the field, but there was a screw loose somewhere and Mufti won in a common canter in the wretched time of 2.11½.

The MAFOOS' RACE, for Ponies that have run at this Meeting; winners of this Meeting excluded; weight, 10st. 7lb; entrance, $5. Once Round; native Riders in Racing Colours; the Stakes to be handed to the Riders as follows: The Winner, 5/8ths; second rider, 2/8ths; third rider, 1/8th.

Mr. Paul's Hornpipe, 9st. 7lbs.....Punch 1
Mr. Paul's Capriccio, 9st. 7lb.....Toad 2
Mr. Arthur's Pall Mall, 9st. 7lbs.....Archer 3
Mr. Arthur's Charing Cross, 10st. 4lbs. Leather 0
Mr. Paul's Sunlight, 9st. 7lbs.....Horse 0
Mr. Henry's Dicaster, 9st. 7lbs.....John Scott 0
Mr. Bill's Second Violin, 9st. 7lbs.....Shroud 0

Won by half a length; dead heat for second place.

The TORPEDO CUP, value, Tls. 100, presented by all Griffins that have run and not won a Race; weight for inches as per scale. Entrance, $5, to go to the second Pony. One Mile and a Quarter.

Mr. Godolphin's Safety 11st. 1lb. Mr. Bidwell 1
Mr. Ring's Sulla 11st. 7lb.....Mr. Meyerink 2
Mr. Avlys's Black Diamond 11st. 4lb.....
Mr. Dallas 3
Mr. Henry's Stiletto 11st. 4lb. Mr. Nicholson 0
Mr. Henry's Salathiel 11st. 1lb. Mr. Ruttonjee 0
Mr. Bill's Animato 11st. 1lb. .....Mr. Gun 0
Mr. Stephen's Uno 11st. 1lb.....Mr. Reynell 0
Mr. Tell's Lucifer 10st. 9lb.....Mr. Ruegg 0
Mr. Kesteven's V. C. 11st. 7lb. ...Mr. Easton 0
Mr. Kelly's Myrtle 11st. 1lb.....Mr. Dunman 0
Mr. Edmund's Mufti 11st. 4lb...Mr. Malherbe 0
Mr. Kelly's Syringa 11st. 1lb...Mr. Sampson 0

Won in fine style by a length, with Black Diamond a fair third. Time, 3.18½.

THE MAFOOS' CHAMPION RACE, for China Ponies, the property of Members of the Shanghai Race Club; weight, 9st. 7lbs.; entrance, $5.—once round; native Riders in Racing Colours; the Stakes to be handed to the Riders as follows; the Winner, ⅜ths; second rider, 2/8ths; third rider, ⅛th.

Mr. St. Andrew's Jolly Friar, 9st. 11lb. .....
The Pirate 1
Mr. Bill's Allegro, 9st. 7lb.....Shuman 2
Mr. St. Vincent's Ambassador, 9st. 7lb. School 3
Mr. Arthur's Belgravia, 10st. 4lb. .....Leeshun 0
Mr. Arthur's Piccadilly, 9st. 7lb .....Archer 0
Mr. Stephen's Oriole, 9st. 7lb. .....Monkey 0
Mr. Elcanslea's Northesk, 9st. 7lb. ...Chifney 0
Mr. Henry's Vendetta, 9st. 7lb. ..... Joe 0

Won easily by three lengths, the winner of the Consolation finishing a good third.

The BEATEN STAKES, for all Ponies that have run at this Meeting and have not been placed; Sweepstakes of $5 each; weight for inches as per scale. One Mile.

Mr. Stephen's Uno 11st. 1lb.....Mr. Reynell 1
Mr. Bill's Spiccato, 11st.....Mr. Gun 2
Mr. Kelly's Rosemary, 11st. 7lb. Mr. Sampson 3
Mr. Armin's Maximilian, 11st. 11lb. Mr. Ehlers 0
Mr. Edmund's Swop, 10st. 12lb. Mr. Wingrove 0

After a show of a race Uno easily beat the Hongkong Derby impostor by a length and a half, a similar distance separating second and third. Time 2.11.

SHANGHAI.

The watermark at Hankow on the 5th instant was 25 ft. 9 in.

Mr. O. N. Denny, United States Consul General, we are glad to hear, will arrive here in the next M. B. steamer, to resume his duties at this port.

The Eastern Extension Co.'s Cable will be landed at Woosung at once, so as to enable the company to commence working until the Yangtsze Cable is ready to receive the shore ends. We are informed that the terms to be paid by the foreign cables to the Chinese are less onerous than those we stated the other day.

We are informed that the German barque *Francis and Amanda*, from Yokohama to Newchwang, was lost on the 21st ult. She ran ashore on a bank about ten miles from the Newchawng lightship, during a fog, and became a total wreck. She has since been sold by auction, fetching about Tls. 200.

At the dog refuge near the City Gates, there are 450 dogs, most of them mad. They pass the day principally in biting each other. Some twenty Ratepayers ought to sign a requisition for an Extraordinary General Meeting of Ratepayers in order to have an order given to the police to kill without delay all the stray dogs in the Settlements, and so do all that can be done to repress this ghastly system of propagating that horrid cause of death hydrophobia.

The *Stosch*, German frigate, arrived here yesterday from Amoy. She was anchored in the fairway opposite the P. & O. Jetty. A rather dangerous place for ships proceeding up the harbour. She has, however, now been removed to one of the naval buoys. H. M. S. *Vigilant*, despatch gun-boat, arrived here to-day. She left the flag ship *Audacious* near the Chusan Islands, with Admiral Willes on board, which was expected at Woosung to-day, and if so she will be in the harbour to-morrow or Wednesday.

The Chinese Telegraph Co., has made an arrangement with the Eastern Extension Telegraph Co., we understand. The Chinese Co. is to stretch a land line from the Arsenal to the Yangtsze Cape. The Eastern Extension have moved their cable to the Yangtsze Cape. The distance is 136 *li* from Shanghai via the Arsenal to the Yangtsze Cape. All messages will then have to be dispatched by the Chinese lines, which will be worked by Chinese operators, instructed at the Arsenal, we believe. The Chinese Government Telegraph will receive 5 per cent on the cost of all the messages, which at present rates would amount to $36,500 a year. A foreign Superintendent is to be stationed at each telegraph office on the Cape-Shanghai line. The Great Northern Telegraph Co. will be asked to move its cable to the Yangtsze Cape and if necessary will be paid for doing so. In future all cables are to be landed at the Yangtsze Cape, and no line constructed thence to Shanghai, but the Government land-lines will be ready in ten days after the contract with the Eastern Extension is stamped by the Viceroy and the Taotai. The latter has it now in hand. We may remark that the place at which the cables are to be laid is called *Yangtsze Kou*, or mouth of the Yangtsze by the Chinese.—*Mercury*.

16,298 native passengers arrived and 13,774 left Tientsin during last year. A passage ticket for a Chinaman from Shanghai to Tientsin costs from Tls. 7 to Tls. 10, and from Tls. 1.60 to Tls. 2.85 from Chefoo to Tientsin.

Eighty-eight sailing vessels arrived at Tientsin during the year 1882, aggregating a tonnage of 29,090 tons, of which the German flag represented 11,770 tons, while the British covered 10,309 tons of the balance.

The steamship *Albany*, which has gone to Hankow to load teas, belongs to the Mutual S. N. Company. She is a new steamer, having only made one voyage to Australia previous to her present trip. She is a fast boat, and will probably come in third in the tea race, if not second.

The Municipal Council have accepted the resignation of Mr. A. B. Stripling, who has ably discharged the duties of Inspector of Police of the Hongkew division for nearly twenty years. We hear that Mr. Fowler, Inspector attached to the Central Station, is going to take charge of the Hongkew district, and Mr. Wilson, Inspector at Louza Station, will take Mr. Fowler's place at the Central.

For some months past some heavy machinery has been lying at the Hongkew Wharf, awaiting an opportunity to ship it to Hankow. It is now being put on board the *Glenfruin*, which leaves in a few days. One piece of the machinery is said to weigh six tons, and none of the river steamers would risk its conveyance up the river. It is consigned to the Tea Pressing Company at Hankow.

The Woosung Bar, which has been immortalized by a thousand and one paragraphs in the Shanghai papers, has formed the subject of many a leader when there was nothing else to write about, has been cursed by every skipper who came to port, has been the cause of delay and loss of time and money to thousands, has cost shipowners and insurance companies untold sums of money for ships stranding, and been a god-send to Shanghai pilots, tugboat and cargo-boat owners,—is going to be dredged after all. The *Wellington*, steam dredger, is going down there at any rate to-morrow to commence operations; but we shall not be too sanguine; the bar is still there, and we shall not "prophecy till after the event."

The visit of His Excellency Tso Tsung Tang to the Arsenal at Kiangnan has resulted in sweeping changes in the management of that establishment. For many years past Mr. Li has held the position of Chief Manager, and he has won the esteem and respect of foreigners generally, which seems to have raised the ire of the foreign-hating Viceroy, who has removed him from the post and appointed a Mr. Peng (as his successor. Mr. Peng took over the management about a week ago, and it is said that one of his first official acts was to dismiss some of the foreign employés, and raise to power a son and nephew of the well-known translator Hsü. These changes do not seem to have been met with general approval, and dissatisfaction is said to have spread through the various departments of the works. Placards were posted protesting against the action that had been taken, and as no notice was taken of them, we hear that two or three rather serious disturbances have taken place, and that the son and nephew of Mr. Hsü have been maltreated. It is reported that these demonstrations on the part of the men are to be continued till their demands are complied with, and the new manager Mr. Peng seems to be helplessly in their hands.

We regret to hear of the death of Mr. McClatchie, H.B.M.'s Consul at Chefoo, and son of the Rev. Canon McClatchie, late of Shanghai. He had been in ill-health for some time, and his death is believed to have been accelerated by excitement on account of some disturbances which took place at Chefoo, and in which the Chehsien seems to have played a very injudicious part. The trouble arose out of a quarrel between some boatmen, and one man died from wounds inflicted with a boathook wielded by another boatman, in a general *melée* between the crews of two boats. The boatman who was guilty of manslaughter was in the employ of Messrs. Fergusson & Co., and it seems that a crowd of natives gathered at the hong, while the conduct of the Chehsien was such as to encourage them in disorder. This hot-headed official also endeavoured to intimidate the British Consul into signing a certain document regarding the fatal occurrence, and the excitement due to these events is believed to have accelerated Mr. McClatchie's death, he being subject to heart disease. The gunboat *Zephyr* put in a timely appearance at Chefoo, and landed some marines, but they were soon called on board again, as quiet had been restored. —*Courier*.

NAVAL COURT OF INQUIRY AT SHANGHAI.

Before G. B. SCOTT, Esq., Vice-Consul, President; and C. D. A. MORSHED, Navigating Lieut. of H.M.S. *Kestrel;* and Mr. J. S. CHALMERS, Master of the ship *Tyburnia*, Assessors.

Mr. BERNARD LLOYD EVANS, Assistant Paymaster in charge, H. M. S. *Kestrel*, was Clerk of the Court.

May 7th, 1883.

The court of inquiry into the stranding of the *Elliotts* was concluded to-day, and after a long deliberation, Mr. Evans, Clerk of the Court, read the following.

JUDGMENT.

1.—That the British ship *Elliotts*, of Newcastle, New South Wales, Official number 73,524, was stranded about three o'clock on the afternoon of the 14th of April, 1883, on the South Bank at the entrance of the River Yangtsze, Gutzlaff bearing S.E. ½ E., while on a voyage from Taiwanfoo to Shanghai.

2.—That on Saturday the twenty-first day of April, 1883, the *Elliotts*, after having been lightened was towed off the bank and brought to Shanghai.

3.—That James Neill was the master of the said vessel *Elliotts*, and that he holds a certificate of service granted by the Marine Board of New South Wales, of the 28th September, 1872.

4.—That Robert Brown was first mate of the said vessel *Elliotts*, and that he holds a Master's Certificate of Competency granted by the Marine Board of New South Wales, No. 147 renewed.

5—That the Master, James Neill, entirely neglected to comply with the law respecting the keeping of his official Log Book, although he had been supplied with one at Sydney, no entries of any kind having been made therein.

6.—That the navigation of the vessel *Elliotts* at sea was carried on by the mate, Robert Brown, instead of by the master, James Neill, but that in narrow waters the master took charge of the vessel.

7.—That the course as laid down at eight o'clock on the morning of the fourteenth of April, 1883, from the position then occupied by the said vessel *Elliotts*, was a safe course in the state of the tide.

8.—That the weather was thick and hazy, and that the master, although he was unable to ascertain his position in any other way, neglected to take soundings.

9.—That it was entirely owing to the neglect of the foregoing precaution that the said vessel *Elliotts* was stranded.

10.—That, considering the state of the weather, the master was not justified in proceeding, and that he committed a grave error of judgment.

11.—That after the vessel was found to be in a dangerous position, every effort was made to save life.

That the Court has no power to deal with the certificate of service granted to the Master, James Neill, by the Marine Board of New South Wales on the 28th September, 1872.

That the costs of this Court amounting to the sum of fourteen pounds eight shillings be paid by the Master, James Neill.

That a copy of this finding be forwarded to the Marine Board, New South Wales.

The various certificates are hereby returned to their respective owners.

Given under our hands at Her Britannic Majesty's Consulate at Shanghai this seventh day of May, one thousand eight hundred and eighty-three.

(Signed) GEORGE B. SCOTT,
H.B.M.'s Vice-Consul
at Shanghai President.
CHARLES A. MORSHED,
Navigating Lieutenant
H.B.M.'s *Kestrel*.
JOHN G. CHALMERS,
Master of the British
ship *Tyburnia*.

By order of the Court,
BERND. C. LLOYD-EVANS,
Assist. Paymaster in charge
H.M.S. *Kestrel*.
Clerk of the Court.

After the finding was read, Capt. Neill said:—Gentlemen, I am extremely obliged to you for the trouble you have taken in this case. I should not have called for this enquiry if it was not for something I heard said—

The President—The Court of enquiry would have been held whether you called for it or not.

Capt. Neill—I had heard that it had been said that I was drunk when I was in Shanghai. I never was drunk, and nobody ever saw me drunk in my life, and there was no reason for them saying so.

The President.—The Court of enquiry would have been held whether you called for it or not.

Capt. Neill.—I had heard that it had been said that I was drunk.—*Mercury*.

To-day's Advertisements.

THEATRE ROYAL,
CITY HALL, HONGKONG.

LESSEE and MANAGER .....E. S. WOLFE.
STAGE MANAGER.....W. HARLAND.
LEADER OF ORCHESTRA.....J. NEIHOFF.
CONDUCTOR.....R. THORNE.

THIS EVENING,
the 14th May.

THE
MASTODON STAR MINSTRELS.

WILL GIVE A
SPECIAL PERFORMANCE FOR
THE MILITARY AND NAVY.
AT
GREATLY REDUCED PRICES.

GRAND PROGRAMME.

PRICES OF ADMISSION:
Back Seats .....25 Cents.
Any other parts of House.....50 Cents.
Civillians.....1 Dollar.

TO-MORROW, TUESDAY, the 15th May.

COMPLETE CHANGE OF PROGRAMME.

INTRODUCING THE
MASTODON SWISS BELL RINGERS AND OTHER NOVELTIES.

Box Plan at Messrs. KELLY & WALSH'S.

Brass Band will perform outside the Hall at 8.15 P.M.

Doors Open for Sale of Tickets at 8.30.

Performance will commence at 9 O'CLOCK Sharp.

M. J. ABRAHAMS,
Agent.
Hongkong, 14th May, 1883. [377

FOR SWATOW, AMOY, AND FOOCHOW.
THE Steamship
"KILLARNEY"
will be despatched for the above Ports, THIS AFTERNOON, the 14th instant, at FOUR O'CLOCK.
For Freight or Passage, apply to
AH YON & Co.,
80, Praya Central.
Hongkong, 9th May, 1883. [368

FOR HOIHOW AND PAKHOI.
THE Steamship
"PING-ON,"
Captain McCaslin, will be despatched for the above Ports, on WEDNESDAY, the 16th inst., at DAYLIGHT.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 14th May, 1883. [379

FOR MANILA, (DIRECT.)
THE Spanish Steamship
"BUTUAN,"
Captain Ojinaga, will be despatched for the above Port, on FRIDAY, the 18th instant, at FIVE P.M.
For Freight or Passage, apply to
DUNN, MELBYE & Co.
Hongkong, 14th May, 1883. [380

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.
THE Company's Steamship
"DIAMANTE,"
Captain Wright, will be despatched for the above Ports, on WEDNESDAY, the 16th instant, at FIVE P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 14th May, 1883. [381

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS).
THE Company's Steamship
"BERENICE,"
Captain P. Crillovich, will be despatched as above on SATURDAY, the 26th instant, at NOON.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 14th May, 1883. [382

NOTICE.

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A REGULAR LODGE will be held in FREEMASONS' HALL, Zetland Street, on FRIDAY, the 18th instant, at 8 for 8.30 P.M. precisely. Visiting Brethern are cordially invited to attend.
Hongkong, 10th May, 1883. [370

Intimations.

"NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

JUST RECEIVED.

FANCY Decorated Bohemian Glass-Ware Watch Stands, Toilet and Perfumery Stands of Parisian Manufacture, in great variety and elegant designs.
Fancy China-ware Card Trays, Pin Cushions and Powder Cases. Plush and Velvet Work Boxes and Perfumery Stands with superior Cutlery and Cut-glass Scent Bottles.
New and Fancy lot of Walking Sticks. Pinaud's Perfumery, Soaps, Sachets, &c.
Fancy Clocks Embedded in Porcelain-ware Plates, latest, Novelty of Paris, executed in handsome and elegant designs.
New Patent Double-action Corkscrews. Ladies' Silk Fringing Machines.
Briar-root and Cherry-wood Pipes with receptacles for receiving and preventing the juice from running into the mouth.
Real Meerschaum and Amber Cigarette Holders. Nickel and Leather Dog Leads and Collars. Fox-tail Dusters.

ALSO THE FOLLOWING, OF AMERICAN MANUFACTURE:—
SWEET CAPORAL CIGARETTES. | OLD JUDGE CIGARETTES.
LONE FISHERMAN CIGARETTES. | LITTLE BEAUTY CIGARETTES.
FRUITS & FLOWERS CIGARETTES. | DRAWING ROOM CIGARETTES.

S. MEYERS,
MANAGER.
Hongkong, 23rd April, 1883. [28

For Sale.

D. K. GRIFFITH,
MANUFACTURER OF THE LONDON AERATED WATERS.
7, BEACONSFIELD ARCADE,
(Opposite the City Hall)
Having Purchased the entire Machinery of the late Mr. E. CHASTEL'S SODA WATER FACTORY is now prepared to execute the largest orders for every description of Aerated Waters with promptness and despatch.
SUPERIOR QUALITY
IS GUARANTEED.
Consumers are Invited to try those carefully Manufactured
SPARKLING WATERS.
THREE DOZEN FOR ONE DOLLAR.
All Orders and Communications should be addressed to The Factory,
7, BEACONSFIELD ARCADE.
Hongkong, 11th April, 1882. [279

F. BLACKHEAD & CO.
SHIPCHANDLERS, STORE-KEEPERS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL.
HAVE RECEIVED EX LATEST ARRIVALS.
AMERICAN CAST STEEL SHOVELS
PICKS.
AXES.
HATCHETS,
ENGINEERS' & HOUSEHOLD HAMMERS.
PATENT BIT-BRACES.
AUGER-BITS.
DRILLS.
GIMBLETS.
SQUARES.
PATENT BRASS PADLOCKS & CHEST LOCKS.
MRS. POTT'S PATENT SADIRONS.
COOKING STOVES.
FAIRBANK'S SCALES,
FORCE PUMPS FOR SHIPS' USE.
DRILLING MACHINES.
BREAST DRILLS, AUTOM: BORING TOOLS.
ANVILS, VICES, AND DRILLS COMBINED.
ANVILS.
VICES.
HITCHCOCK'S PATENT LAMPS.
GLASSCUTTERS.
SCROLL SAWS.
FAMILY GRINDSTONES.
BLACKSMITHS' BELLOWS.
&c., &c., &
BEST WHITWORTH'S STOCK AND DIES.
SCREW WRENCHES.
PLANE IRONS.
CHISELS.
HAMMERS.
PINCERS.
NIPPERS.
DIVIDERS.
RULES.
METAL SCISSORS.
METAL SAWS.
TUBE EXPANDERS.
OIL-FEEDERS.
OIL-CANS.
SALTER'S SPRING BALANCE SCALES.
WESTON'S PATENT TACKLES.
PATENT SOCKETS.
DISTRESS SIGNALS.
HOLMES' PATENT SIGNAL LIGHTS.
FOGHORNS.
SIGNAL-LAMPS.
LIFE BUOYS.
LIFE BELTS
BOTTLE WASHING AND CORKING MACHINES.
&c., &c., &c.
SPARKLING SCHARZHOFBERGER.
FLENSBURG STOCKBEER.
MARIENTHALER BEER.
VEUVE CLICQUOT PONSARDIN CHAMPAGNE.
Hongkong, 7th October, 1882. [10

J. AND R. TENNENT'S ALE AND PORTER.
DAVID CORSAR & SONS'
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN
} CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [458

G. FALCONER & CO.
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS' CHARTS AND BOOKS.
No. 46, QUEEN'S ROAD CENTRAL. [454

Intimations.

INTIMATION.

SIGNOR ANTONIO CATTANEO, of the CONSERVATOIRE DE BERGAMO and late of the ROYAL ITALIAN OPERA COMPANY has the honor to inform the community that he has arranged to remain in Hongkong, and will give lessons in Music, Singing and the Pianoforte.
CHARGES STRICTLY MODERATE.
Address—Messrs. KELLY & WALSH, Queen's Road.
Hongkong, 1st March, 1883. [168

MR. MOORE begs to recommend his GOGO SHAMPOO WASH to the public as unrivalled by any preparation ever produced for promoting the growth of the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this Shampoo Wash as directed, you will NEVER BE BALD.
The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.
Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.
FOR SALE ONLY BY MOORE & Co.,
VARIETY STORE,
Queen's Road Central.
Hongkong, 25th January, 1883. [321

NOTICE.

THE GOLDEN SCISSOR,
No. 13, POTTINGER STREET.
A. M. ROBIN
(LATE OF T. M. LAWSON'S, CALCUTTA.)
TAILOR, Shirt and Breeches Maker and General Outfitter. Mr. ROBIN invites Public Patronage and guarantees a perfect fit at Moderate Charges.
N.B.—Note the address.
THE GOLDEN SCISSOR,
No. 13, Pottinger Street.
Hongkong, 26th March, 1883. [234

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.
L. MALLORY,
Proprietor.
Hongkong, 24th June, 1881. [459

J. M. GUEDES.
HOUSE AND LAND BROKER, AUCTIONEER AND COMMISSION AGENT.
No. 33, WELLINGTON STREET, HONGKONG.
Hongkong, 23rd January, 1882. [5

STAG HOTEL.
QUEEN'S ROAD CENTRAL.
GOOD ACCOMMODATION FOR VISITORS.
ENGLISH & AMERICAN BILLIARDS.
Tiffin at One o'clock, Dinner at 7.00.
This HOTEL is centrally situated and within easy distance of the principal landing places.
475] J. COOK, Proprietor.

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, AND CLOCK-MAKERS,
JEWELLERS, SILVER-SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS,
SOLE AGENTS
for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's
CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES.
No. 38, QUEEN'S ROAD CENTRAL. [447

GUEDES & CO.
PRINTERS, STATIONERS, AND BOOKBINDERS.
D'AGUILAR STREET.
EVERY KIND OF WORK EXECUTED WITH ACCURACY, NEATNESS, AND DESPATCH ON VERY MODERATE TERMS.
SELECTED MATERIALS FOR MARKET REPORTS.
Book-binding and Ruling in every style executed at low rates. Workmanship Guaranteed.
Hongkong, 23rd August, 1882. [4

NOTICE.

BOOKBINDING AND RULING IN ALL ITS BRANCHES EXECUTED AT VERY LOW RATES AT THE "HONGKONG TELEGRAPH" OFFICE.
Account Books ruled to any pattern.
Music bound in Elegant Style with Best Materials.
"TELEGRAPH" OFFICE, HONGKONG.

Intimations.

NOTICE.

THE Public are respectfully informed that the Undersigned has been trading at the undermentioned premises for the past 38 years as TAILOR, DRAPER, and GENERAL OUTFITTER. He has no connection whatever with any other firm trading under a similar name or style, and takes this opportunity of informing his old customers that their orders will receive the same careful attention in the future that has been given to them in the past. By supplying the Best Materials and Workmanship at MODERATE PRICES, and by promptly attending to all orders entrusted to his charge, he hopes to be favored with the patronage of his old customers and the Public Generally.
N.B.—Note the address.
NAM SING,
No. 84, Queen's Road Central,
Opposite the Central Market.
Hongkong, 25th April, 1883. [325

NOTICE.

THE Undersigned begs to inform the Ladies and Gentlemen of the Foreign Community that he has resigned his Partnership in the "NAM-SING TAILOR SHOP" and has Purchased an Interest in the "SZE HING LOONG SHOP," No. 100, Queen's Road Central, carrying on the Business of TAILORS, OUTFITTERS, and GENERAL MERCHANTS. He hopes by strict attention to Business and Selling the Best Class of Goods at Moderate Prices to receive a share of the patronage so liberally bestowed on him in the past.
AH NAM,
Late (stout) Partner in the
"NAM-SING Tailor Shop."
Hongkong, 16th April, 1883. [290

A H O Y.
HOY LEE.
MERCHANT TAILOR, HAT, & CAP MAKER.
HAS for Sale, every description of Gentlemen's Scarves, Collars, Ties, Socks, Hats, &c., &c. Dealer in Chinese Silks of all kinds, Bamboo Blinds, Mattings of own Manufacture, China Teapots in bamboo covers, Rattan Chairs, Silk Coats a Specialité, a perfect fit and best material guaranteed.
No. 112, QUEEN'S ROAD CENTRAL.
Hongkong, 16th May, 1882. [347

SAM HING, JUNR.
STULTZ,
TAILOR AND OUTFITTER.
DEALER in CHINESE SILKS of all kinds, BAMBOO BLINDS, CHINA MATTING, PITH HATS, SUMMER TWEED,
&c., &c.,
BY SPECIAL APPOINTMENT, TAILOR TO H. R. H. THE DUKE OF BRABANT, NOW KING OF THE BELGIANS, and to
H.M. THE KING OF THE HAWAIIAN ISLANDS.
No. 62, QUEEN'S ROAD CENTRAL.
(Fourth Door West from Pottinger Street.)
Hongkong, 31st March, 1883. [247

TOK KEE,
COAL MERCHANT,
No. 75, PRAYA CENTRAL.
KEEPS on hand for Sale all kinds of House and Steam COAL of the best quality, at moderate rates. The "CUM LOONG," "CUM CHOW," "CUM SHUEN," "CUM LEE," Steam Launches for Hire at $3 for 1st hour, $2 for 2nd and $1 for 3rd hour, "CUM ON," and "CUM KAI," at $3 for 1st hour, $2 for 2nd hour, and for longer periods according to arrangement.
Hongkong, 16th October, 1882. [302

THE CITY OF MANILA CIGAR STORE.
HAS FOR SALE.
CIGARS of all Brands, Imperiales, Caballeros, Vegueros, Regalias, Londres, Nuevo Habanos of all makes, quality guaranteed. TOBACCOS of all Brands, at moderate prices. FANCY GOODS from the Parisian markets, Meerschaum Pipes, Jewellery of Chaste Designs. Sun Hats, &c., &c.; Commissions Executed.
JOSE M. BAS.
No. 51, B., QUEEN'S ROAD, CENTRAL.
Hongkong, 1st May, 1882. [343

LING SHING.
BOOT AND SHOE MAKER,
No. 5, WELLINGTON STREET, HONGKONG.
THE CHEAPEST SHOP IN THE TRADE.
Materials and Workmanship Guaranteed.
Special experience in making Gentlemen's RIDING BOOTS.
Hongkong, 4th April, 1883. [255

"WAI SAN YAT PO."
A CHINESE DAILY NEWSPAPER with a wide circulation in the Colony and at the other Ports, at the Moderate Subscription of FOUR DOLLARS per Annum. It is an excellent medium for ADVERTISERS at Strictly Moderate Charges. Guaranteed circulation of over 1,000 Copies. Communications to be addressed to the Proprietor,
LUK KE-SHUN,
No. 9, Gough Street.
Hongkong, 10th February, 1883. [333

CHIE NAM.
GOLD AND SILVERSMITH, WATCH MAKER AND ENGRAVER,
WATCHES CLEANED AND REPAIRED ON MODERATE TERMS;
ALL WORK GUARANTEED.
JEWELRY MADE AND REPAIRED.
No. 72, WELLINGTON STREET, HONGKONG.
Hongkong, 6th April, 1882. [318

YEU QUA.
SHIP, PORTRAIT, AND MINIATURE PAINTER.
PHOTOGRAPHIC VIEWS.
LANDSCAPES IN OIL AND WATER COLORS.
All Work Executed by First-Class Artists.
IVORY MINIATURES A SPECIALITE.
SATISFACTION GUARANTEED.
No. 52, C, QUEEN'S ROAD CENTRAL UPSTAIRS, HONGKONG.
Hongkong, 4th April, 1883. [315

Commercial.

THIS DAY.

4 o'clock p.m.

To-day being a general holiday, we have nothing to report from the Stock Exchange.

SHARES.

Hongkong and Shanghai Bank—Ex New Issue —148 per cent. premium.
Hongkong and Shanghai Bank—New Issue. 146 per cent. premium.
Union Insurance Society of Canton—$625 per share, sellers.
China Traders' Insurance Company—$2,400 per share, buyers.
North China Insurance—Tls. 1,650 per share, ex div. sellers.
Canton Insurance Company, Limited—$135 per share, sellers.
Yangtsze Insurance Association—Tls. 1000 per share, sellers.
Chinese Insurance Company—$205 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$1,225 per share, buyers.
China Fire Insurance Company—$340 per share.
Hongkong and Whampoa Dock Company—54 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co. —$40 per share, premium.
China and Manila Steam Ship Company—122½ per share, buyers.
Hongkong Gas Company—$80 per share.
Hongkong Hotel Company—$180 per share, sellers.
Indo-China Steam Navigation Company, Limited—5 per cent. prem., sellers.
China Sugar Refining Company, Limited—$181 per share, buyers.
China Sugar Refining Company (Debentures)—2 per cent. premium.
Luzon Sugar Refining Company, Limited—$78 per share, sellers.
Hongkong Ice Company—$168 per share, sellers.
Hongkong and China Bakery Company, Limited —$80 per share, buyers.
Chinese Imperial Loan of 1878—1½ per cent. prem. ex. int.
Chinese Imperial Loan of 1881—3 per cent. prem., sales.

EXCHANGE.

On London.—Bank, T. T. 3/7
Bank Bills, on demand 3/7¼
Bank Bills, at 30 days' sight........3/7⅜
Bank Bills, at 4 months' sight.......3/7½
Credits, at 4 months' sight..........3/8
Documentary Bills, at 4 months' sight ....3/8 @ 3/8⅛
On Paris.—
Bank Bills, on demand ....4.56.
Credits, at 4 months' sight ....4.66.
On Bombay.—Bank, T.T. 222½
On Calcutta.—Bank, T.T. 223
On Shanghai.—
Bank, sight 72¼
Private, 30 days' sight 72⅝

OPIUM MARKET.—THIS DAY.

New Malwa..................per picul, $530
(Allowance, Taels 112.)
Old Malwa..................per picul, $555
(Allowance, Taels 64.)
New Patna ....per chest, $595
Old Patna (first choice)...per chest, $577½
Old Patna (second choice) per chest, $567½
Old Patna (bottom)......per chest, $580
Old Patna (without choice) per chest $570
New Benares (high touch) per chest, $562½
New Benares (low touch) per chest, $555
New Persian ....per picul, $380
(Allowance, Taels 24.)
Old Persian..................per picul, $410
(Allowance, Taels 8.)

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Register).

YESTERDAY.

Barometer—1 P.M. 29.948
Barometer—4 P.M. 29.918
Thermometer—1 P.M. 84
Thermometer—4 P.M. 84
Thermometer—1 P.M. (Wet bulb) 80
Thermometer—4 P.M. (Wet bulb) 80

TO-DAY.

Barometer—9 A.M. 30.024
Barometer—1 P.M. 29.986
Thermometer—9 A.M. 79
Thermometer—1 P.M. 71
Thermometer—9 A.M. (Wet bulb) 77
Thermometer—1 P.M. (Wet bulb) 73
Thermometer—Maximum 79
Thermometer—Minimum (over night) 77

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER, THERMOMETER, &c.	Hongkong. Previous day at 4 P.M.	Hongkong. On date at 10 A.M.	Amoy. Previous day at 4 P.M.	Amoy. On date at 10 A.M.	Shanghai. Previous day at 4 P.M.	Shanghai. On date at 10 A.M.	Manila. Previous day at 4 P.M.	Manila. On date at 10 A.M.
Barometer	29.87	29.97	29.80	29.82	29.98	29.95	30.09	29.99
Therm'ter attached	80.0	80.5	77.0	74.0	68.0	68.5	85.4	88.7
Direction of Wind	s	s	N	s	NE	SE	NW	s
Force	1	6	1	0	1	[illegible]	2	[illegible]
Dry Thermometer	78.0	78.0	74.0	65.0	67.5	62.0	91.4	96.0
Wet Thermometer	75.0	75.0	68.0	63.0	61.5	60.5	80.0	80.0
Weather	ocr	ocr	bc	c	c	or	cb	b
Hour's Rain	—	11	1½	—	—	—	—	—
Quantity fallen	—	3.10	0.31	—	—	0.07	—	—

Barometer, level of the sea in inches, tens and hundreds.—Thermometer, in Fahrenheit degrees and tens kept in the open air in a shaded situation.—Direction of Wind, is registered every two points, N., N.N.E., N.E., etc.—Force of Wind, 0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.—State of Weather, *B.* Clear blue sky. *C.* Cloudy. *D.* Drizzly. *F.* Fog. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *P.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. *T.* Thunder. *U.* Bad, threatening. *V.* Visibility. *W.* Storm. *Z.* Calm. The letters are repeated to indicate any increase over the mean average of their signification. Rain.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24 the quantity of water fallen indicated in inches, tens and hundreds.

STEAMERS EXPECTED.

The steamer *Compta* left Batavia on the 1st instant, and is due here on or about the 16th.

The Austro-Hungarian Lloyd's steamer *Berenice* left Singapore for this port on the 13th instant, and may expected here on or about the 19th.

Shipping.

ARRIVALS.

Hainan, British steamer, 290, W. Willis, 12th May,—Haiphong 9th May, and Hoihow 11th, General.—Afong.

Bivouac, British steamer, 821, A. G. Campbell, 12th May,—Saigon 8th May, Rice.—Tung Kee & Co.

Great Admiral, American sh., 1,576, B. Thompson, 12th May,—Cardiff 11th January, Coal. —Russell & Co.

Welle, German steamer, 393, E. Pepir, 13th May,—Hoihow 11th May, General.—Wieler & Co.

Afghan, British steamer, 1,490, E. C. Stewart, R.N.R., 13th May,—Saigon 9th May, Rice and General.—Captain.

Swift, British gun-vessel, Commander W. Collins, 13th May,—Pratas Shoal 12th May.

Ningpo, British steamer, 761, Cass, 13th May, —Shanghai 10th May, General and Treasure (Taels 12,200).—Siemssen & Co.

Billy Simpson, British bark, 432, Brown, 13th May,—Bangkok 20th April, General.—Hing Lee.

Emuy, Spanish steamer, 222, D. A. Rementeria, 13th May,—Manila 10th May, General.— —Remedios & Co.

Menzaleh, French steamer, 1,276, F. Homery, 13th May,—Yokohama 6th May, Mails and General.—Messageries Maritimes.

Diamante, British steamer, 514, Wright, 14th May,—Manila 11th May, General.—Russell & Co.

Danube, British steamer, 561, R. Jones, 14th May,—Bangkok 7th May, Rice and General.—Yuen Fat Hong.

Alice Mary, British bark, 361, James G. Daw, 14th May,—Sydney 16th March, Coals.—Russell & Co.

DEPARTURES.

May 13, *Lorne*, British str., for Swatow, &c.
May 13, *Nelson*, British steamer, for Saigon.
May 13, *Serapis*, British steamer, for Nagasaki.
May 13, *Yangtsze*, British str., for Shanghai.
May 13, *Jorge Juan*, British steamer, for Amoy and Manila.
May 14, *Saltee*, French steamer, for Hoihow.
May 14, *Kashgar*, British steamer, for Nagasaki, &c.
May 14, *Cairnsmuir*, British str., for Hankow.
May 14, *Vorwaerts*, German str., for Touron.
May 14, *Cassandra*, German steamer, for Singapore.
May 14, *Mirzapore*, British str., for Shanghai.
May 14, *Fooksang*, British str., for Shanghai.
May 14, *Gleneagles*, British str., for Foochow.
May 14, *Peking*, British steamer, for Ningpo and Shanghai.
May 14, *Ningpo*, British steamer, for Canton.

PASSENGERS—ARRIVED.

Per *Hainan*, str., from Haiphong, &c.—18 Chinese.

Per *Diamante*, str., from Manila.—Messrs. F. Forbes and R. C. Hannan, and 147 Chinese.

Per *Ningpo*, str., from Shanghai.—Hon. P. Ryrie, Miss F. Wilson, and 23 Chinese.

Per *Emuy*, str., from Manila.—100 Chinese.

Per *Danube*, str., from Bangkok.—101 Chinese.

Per *Menzaleh*, str., from Yokohama.—Mr. C. Rundall, for Hongkong. For Marseilles.—Messrs. J. Todzio, N. Skoski, A. Cruzel, and V. Yabe.

DEPARTED.

Per *Kashgar*, str., for Nagasaki.—Mr. Chun Shui Fun, from Hongkong. For Yokohama.—Mr. and Miss Mors Le Blanch and maid, Major and Mrs Molloy, Mr. E. Cassumbhoy and servant, Messrs. E. P. Lempriere, Yong Ying Chow, Woo Pun, Ahmun, Achee, Tow For, Tuck Sang, Mun Foo, Mahomed Roza, and Mrs. Chun Kwong Chee. From London.—Mr. F. Sands. From Singapore.—Lieut. S. W. Lane, and one native.

Per *Mirzapore*, str., for Shanghai.—Messrs. Ed. Zelleveger, A. von der Muhel, G. T. How, and E. Frazar. From Penang.—Mr. Langley.

Per *Fokien*, str., for Amoy, &c.—2 Europeans and 36 Chinese.

Per *Albay*, str., for Swatow.—120 Chinese.

Per *Vorwaerts*, str., for Touron.—50 Chinese.

Per *Nelson*, str., for Saigon.—100 Chinese.

Per *Fooksang*, str., for Shanghai.—17 Chinese.

REPORTS.

The American ship *Great Admiral* reports left Cardiff on the 11th January. Had light winds and fine weather.

The British steamship *Diamante* reports left Manila on the 11th instant. Had light variable winds and fine weather throughout.

The British steamship *Danube* reports left Bangkok at 5 a.m., on the 7th instant. Had light winds and fine weather throughout.

The British bark *Billy Simpson* reports left Bangkok on the 20th ultimo. Had calms and light airs with fine weather up to the 12th.

The British steamship *Ningpo* reports left Shanghai on the 10th instant. Had light variable winds throughout. From Ockseu to Breaker Point had dense fogs.

The British steamship *Hainan* reports left Haiphong on the 9th instant, at 3 p.m. Had moderate Southerly winds and fine weather to Hoihow; arrived in Hoihow at 4 p.m., on the 10th, and left again at 3 p.m. on the 11th. Had strong S.E. winds and fine weather to St. John's; thence to port had fresh N.E. gale and heavy rain; arrived in Hongkong at 9 p.m., on the 12th

VESSELS ARRIVED IN EUROPE FROM PORTS IN JAPAN, CHINA, AND MANILA.

Lothair ....Hongkong ......Mar. 28
Ulysses (s.) ....Shanghai ....April 2

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date).

Annie J. Marshall	New York	Nov.	3
Inca	Hamburg	Nov.	21
Dato	Liverpool	Nov.	30
A. and W. C.	Liverpool	Nov.	30
Maria Magdalena	Hamburg	Dec.	17
Importer	Cardiff	Dec.	21
Elise	London	Jan.	6
Great Admiral	Penarth	Jan.	10
Adolph Obrig	Penarth	Jan.	15
Centennial	Liverpool	Jan.	17
Friedlander	Liverpool	Jan.	19
Friedrich	Liverpool	Jan.	19
Hydra	Liverpool	Jan.	20
C. D. Bryant	New York	Jan.	23
Fanny Skolfield	New York	Jan.	25
Goodell	New York	Jan.	27
G. C. Trufant	Cardiff	Jan.	29
Friedlander	Cardiff	Feb.	2
Undine	Cardiff	Feb.	2
Mathilda	Cardiff	Feb.	6
Elise	Cardiff	Feb.	6
Carl Ritter	Liverpool	Feb.	13
Frederick	Cardiff	Feb.	26
Joe Rauers	Penarth	Mar.	1
Carl Ritter	Cardiff	Mar.	1
Maria (s.)	Cardiff	Mar.	8
Elwell	Cardiff	Mar.	15
Benvenue (s.)	Glasgow	Mar.	16
Radnorshire (s.)	Antwerp	Mar.	28
Louave	Cardiff	Mar.	29
Charles Bal	London	Mar.	30
Feronia (s.)	Hamburg	Mar.	31
Kong Beng (s.)	Glasgow	Mar.	31
Naples (s.)	Cardiff	April	3

SHIPPING IN HONGKONG.

STEAMERS.

Activ, Danish steamer, 268, N. C. Revebeck, 7th May,—Hoihow 6th May, General—C. M. S. N. Co.

Alwine, German steamer, 400, F. Thiesen, 12th May,—Newchwang 4th April, Beans.—Wieler & Co.

Annam, Annamite steamer, 317, Yuen Man Tung, 12th May.—Kwongnam 4th May, General.—Order.

Arabic, British steamer, 2,787, W. G. Pearne, 9th May,—San Francisco 10th April, and Yokohama 3rd May, Mails and General.—O. & O. S. S. Co.

Benarty, British steamer, 1,119, Le Boutillier, 7th May,—Nagasaki 3rd May, Coal.—Gibb, Livingston & Co.

Benlarig, British steamer, 1,482, J. Clark, 6th May,—Saigon 2nd May, Rice.—Gibb, Livingston & Co.

Bothwell Castle, British steamer, 1,653, Thomson, 10th May,—Saigon 6th May, Rice.—Adamson, Bell & Co.

Bowen, British steamer, 844, R. Craig, 29th April,—Adelaide 29th March, Sydney 5th April, Brisbane 7th, Townsville 10th, Cooktown 12th, Thursday Island 14th, and Port Darwin 18th, General.—Gibb, Livingston & Co.

Butuan, Spanish steamer, 358, Ojanaga, 8th May,—Manila 6th May, General.—Dunn, Melbye & Co.

Canton, British steamer, 1,095, J. C. Jaques, 5th May,—Singapore 29th April, General.—Chinese.

Crystal, British steamer, 1,707, Darling, 1st May,—Calcutta 14th April, Sandhead 15th, Penang 21st, and Singapore 24th, General. —D. Sassoon, Sons & Co.

Douglas, British steamer, 982, S. Ashton, 12th May,—Foochow 9th May, Amoy 10th, and Swatow 11th, General.—D. Lapraik & Co.

Esmeralda, British steamer, 395, G. Wright, 24th March,—Manila 21st March, General. —Russell & Co.—Kowloon Dock.

Fame, British steamer, 117, Stopani, (tug plying) Hongkong and Whampoa Dock Co.

Feilung, British steamer, 752, W. N. Allison, 11th May,—Bangkok 6th May, General.—Yuen Fat Hong.

Glenroy, British steamer, 1,411, W. J. Geake, 10th May,—Saigon 6th May, Rice and Paddy.—Jardine, Matheson & Co.

Gordon Castle, British steamer, 1,320, W. Waring, 11th May,—Shanghai 7th May, Ballast.—Adamson, Bell & Co.

Killarney, British steamer, 1,066, H. O'Neill, 7th May,—Saigon 3rd May, Rice.—Captain.

Lido, British steamer, 620, S. Lewis, 9th May, Keelung 7th May, Coal.—Russell & Co.

Moray, British steamer, 1,427, Wm. S. Duncan, 30th April,—Calcutta 14th April, and Singapore 22nd, General.—Jardine, Matheson & Co.

Ping-on, British steamer, 574, A. A. McCaslin, 11th May,—Haiphong 8th May, and Hoihow 10th, General.—Russell & Co.

Rosslyn, British str., 1,049, John McKechnie, 9th May,—Saigon 4th May, Rice.—Jardine, Matheson & Co.

Sea Gull, American steamer, 48, Hayden, Nov. 24th,—China Traders' Insurance Co.

Sumatra, British steamer, 1,406, T. Fairtlough, 8th May,—Yokohama 29th April, Mails and General.—P. & O. S. N. Co.

Yottung, British steamer, 286, H. Kennett, June 23rd,—Quangai 19th June, General.—Kwok Acheong & Sons.

SAILING VESSELS.

Addie Carver, American bark, 983, Pendleton, 15th April,—Newcastle, N.S.W., 21st Feb., Coals.—Siemssen & Co.

Adelia Carleton, American bark, 593, Grant, 27th April,—Newcastle, N.S.W., 24th Feb., Coal.—Russell & Co.

Advance, Siamese bark, 336, P. Dethleffsen, 8th May,—Bangkok 16th April, Rice.—Chinese.

Alva, Portuguese ship, 632, E. de Souza, 12th May,—Rajang 21st April, Timber.—Brandao & Co.

Androklos, British bark, 400, D. Murray, 3rd May,—Amoy 30th April, Bricks.—Butterfield & Swire.

Anna, German bark, 447, Jessen, 4th May, —Bangkok 27th March, Rice.—Wieler & Co.

Antoinette, British bark, 884, Th. Bunje, 7th May,—Saigon 27th April, Paddy.—Morris & Co.

Ben. F. Hunt, Jr., Amer. bark, 1,100, J. N. Pritchard, 23rd April,—Newcastle, N.S.W., 24th February, Coal.—Ed. Schellhass & Co.

Bonito, German brig, 592, H. Haase, 17th April,—Bangkok 17th March, General.—Wieler & Co.

Cambridge, British ship, 1,135, Hill, 28th April, Newcastle, N.S.W., 13th March, Coal.—Ed. Schellhass & Co.

Chandernagor, Siberian bark, 682, Mercier, 6th Feb., Manila 27th Jan., Ballast.—Carlowitz & Co.

Cyprus, British ship, 1,392, Johnson, 11th Jan., —Middlesbro 4th August, Iron.—Russell & Co.

C. B. Hazeltine, American bark, 880, W. Gilkey, 4th Feb.,—Rio de Janeiro 9th Oct., Petroleum.—Russell & Co.

C. P. Dixon, American bark, 728, Carney, 29th April,—Newcastle, N.S.W., 3rd March, Coal, —Siemssen & Co.

Dio Fili, Austrian bark, 627, D. Bernetich, 30th April,—Newcastle, N.S.W., 12th March, Coal.—Borneo Co. Limited.

Formosa, British schooner, 381, W. G. Quayle, 25th April,—Key Glupi Sand, W.A., 17th February, Sapanwood.—Siemssen & Co.

Guardian, American ship, 1,124, Fletcher, 3rd Feb.,—Newcastle, N.S.W., 8th Dec., Coals. —Arnhold, Karberg & Co.

Hecht, German 3-m. schooner, 358, W. Ploets, 11th May,—Touron, General.—Siemssen & Co.

Henrietta, American ship, 1,267, C. M. Nichols, 25th April,—Newcastle, N.S.W., 8th March, Coal.—Ed. Schellhass & Co.

Hermann, German bark, 444, M. Traulsen, 19th April,—Bangkok 24th March, General.—Wieler & Co.

Jacobine, German bark, 417, C. H. Christiansen, 6th May,—Newchwang 17th April, Beans. —Ed. Schellhass & Co.

John Worster, American bark, F. A. Houghton, 11th Feb.,—Newcastle, N.S.W., 19th Dec., Coal.—Russell & Co.

Kari, German bark, 382, E. Kraeft, 8th May,—Newchwang 22nd April, Beans.—Cheang Woo Chan.

Louisa, German 3-m. sch., 245, Schierloch, 2nd Jan.,—Whampoa 31st Dec., General.—Ed. Schellhass & Co.

Marie, German bark, 464, H. Ipland, 24th April, —Freemantle 17th February, Sandalwood. —Captain.

Mercury, American ship, 1,156, Panno, 4th March,—Singapore 1st February, Timber. —Russell & Co.

Mercury, British bark, 361, Thomas, 29th April, —Newcastle, N.S.W., 21st March, Coal.—Borneo Co. Limited.

Mount Lebanon, British barkentine, 530, C. H. Nelson, 2nd May,—Newcastle, N.S.W., 26th February, Coal.—Rozario & Co.

N. Thayer, American bark, 585, Crosby, 1st April,—Newcastle 27th January, Coals.—Adamson, Bell & Co.

HONGKONG—SAILING VESSELS.
(Continued.)

Papa, German bark, 748, F. H. Bannau, 5th March.—Cronstadt 25th October, Flour.—Siemssen & Co.—Kowloon Dock.

Penobscot, American bark, 1,133, O. G. Eaton, 28th March,—Newcastle, N.S.W., 31st January, Coal.—Russell & Co.

Priscilla, British bark, 767, B. Young, 25th March,—Newcastle 8th January, Coal.—Ed. Schellhass & Co.

Queen of England, Siam. bark, 542, T. Otten, 4th May,—Bangkok 26th March, Rice.—Chinese.

Robert Porter, American bark, 840, D. C. Nichols, 6th April,—Newcastle, N.S.W., 26th January, Coals.—Russell & Co.

Rosa Madre, Italian bark, 911, G. D. Ottone, 5th May,—Shanghai 16th April, Ballast.—D. Musso & Co.

Sacramento, American ship, 1,347, J. C. Entwisle, 20th April,—New York 18th Dec., Oil and General.—Melchers & Co.

Samar, American ship, 1,058, O. Miller, 23rd April,—Sydney 23rd February, Coal.—Dunn, Melbye & Co.

Sir Wm. Wallace, British bark, 968, T. R. Brown, 24th Feb.,—Newcastle, N.S.W., 30th Dec., Coal.—Ed. Schellhass & Co.

Sooloo, British bark, 472, Backay, 7th May, —Bangkok 12th April, Rice and Sapanwood.—Borneo Co. Limited.

St. Ideuc, French bark, 388, J. Durand, 2nd April,—Whampoa 1st April, General.—Carlowitz & Co.

Susan Gilmore, American ship, 1,207, W. M. Carves, 18th April,—Nagasaki 10th April, Coals.—Captain.

Tillie Baker, American bark, 683, J. H. Boynton, 23rd April,—Newcastle, N.S.W., 21st February, Coal.—Melchers & Co.

Wagrien, German 3-m. schooner, 179, A. Dibburn, 31st March,—Whampoa 1st April, General.—Wieler & Co.

Wandering Jew, American ship, 1,668, H. Talpay, 26th Feb.,—Cardiff 27th October, Coal. —Russell & Co.

CANTON.

Hwai-yuen, Chinese steamer, 984, Nelson, 10th May,—Shanghai 5th May, and Amoy 9th, General.—C. M. S. N. Co.

WHAMPOA.

Erlkonig, German bark, 456, A. Nausch, 6th May,—Newchwang 16th April, Beans.—Siemssen & Co.

Marie, German bark, 739, G. Thomaschewsk, 6th May,—Newchwang 17th April, General. —Melchers & Co.

Printemps, French bark, 357, Gaillard, 5th May, —Newchwang 19th March, Beans.—Carlowitz & Co.

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston.—Butterfield & Swire.

Ho-nam, British steamer, 1,377, T. Benning.—Hongkong, Canton, & Macao Steamboat Co.

Kiang-ping, Chinese steamer, 360, Holmes.—C. M. S. N. Co.

Kiu-kiang, British steamer, 617, A. Benning.—Hongkong, Canton, & Macao Steam-boat Co.

Kiung-chow, British steamer, 159, Goggin.—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,890, Hoyland—Hongkong, Canton, & Macao Steam-boat Co.

Spark, British steamer, 140.—Hongkong, Canton, & Macao Steam-boat Co.

White Cloud, British steamer, 527.—Hongkong, Canton, & Macao Steam-boat Co.

Yot-sai, British steamer, 180, Lefavor—Hongkong, Canton, & Macao Steamboat Co.

AMOY.

In Port on 5th May, 1883.

Friedrich, German schooner, 295 (Moos)—Pasedag & Co.

Glenury, British schooner, 283 (Thomson)—Pasedag & Co.

Helene, German bark, 250 (Kossow)—Boyd & Co.

Magenta, British schooner, 327 (Coalfleet)—Pasedag & Co.

Rachel, British bark, 282 (Affleck)—Boyd & Co.

Rosebud, British schooner, 219 (John Collis)—Russell & Co.

Satsuma, British bark, 864 (Lord)—Boyd & Co.

Sofia, Swedish bark, 280 (Pehrsson)—H. A. Petersen & Co.

Willie, British schooner, 274 (Olin)—Boyd & Co

FOOCHOW.

In Port on 28th April, 1883.

Florence Treat, British bark, 790 (Dobson—Chinese.

SHANGHAI.

In Port on 4th May, 1883.

Anglo-Indian, British bark, 444 (Graham)—Drysdale, Ringer & Co.

Argos, British brig, 289 (Johnson)—Nils Moller.

Batavia, British bark, 367—Nils Moller.

Brenda, British brig, 291 (Swensen)—Mackenzie & Co.

Chingtah, Chinese bark, 472 (Taylor)—C. M. S. N. Co.

Ccunt of Erro, British schooner, 219 (Taylor)—Jardine, Matheson & Co.

Elliotts, British brig, 285 (Neill)—Jardine, Matheson & Co.

Gilead, Norwegian bark, 437 (Harter)—Butterfield & Swire.

G. H. Wappaus, German bark, 538 (Boysen)—Meyerink & Co.

Hilda, British bark, 306 (Henningsen)—Nils Moller.

J. S. Stone, American bark—Captain.

Kate, British schooner, 192 (Oats)—Russell & Co.

Kolga, German bark, 540 (Lome Bang)—Russell & Co.

Kristina Nilsson, American brig, 279 (Thomsen) —Russell & Co.

Martha, British bark, 853 (McPherson)—Morris & Co.

M. Wenkleman, American sch., 505 (Oberg)—J. W. Muller & Co.

Ned White, American schooner, 523 (Parker)—Russell & Co.

Pearl, American bark, 536 (Howes)—Chapman, King & Co.

E. V. Litchfield, American bark, 1,041 (Squalding)—Russell & Co.

Theobald, American schooner, 239 (Williams)—Frazar & Co.

Tyburnia, British bark, 948 (Chalmers)—Adamson, Bell & Co.

Velox, Dutch bark, 240 (Wilkens)—Ed. Schellhass & Co.

Kjobenhavn, Danish bark, 360, Magleby, 16th April,—Amoy 15th April, Bricks.—Wieler & Co.

NAGASAKI.

In Port on 28th April, 1883.

City of Philadelphia, American ship, 1,384 (Winn)—C. & J. Trading Co.

H. Bremer, German schooner, 331 (Bremer)—Holme, Ringer & Co.

Kozaki Maru, Japanese ship, 400 (Christensen) —M. B. M. Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Chas. Hicks, Shanghai.

Audacious, double-screw iron frigate, Captain R. E. Tracey, Shanghai.

Champion, corvette, 14 guns, Captain Russell S. G. Pasley, Singapore.

Cleopatra, corvette, 14 guns, Captain Hippisley, en route Shanghai.

Curacoa, corvette, 14 guns, Captain Anstruther, Hongkong.

Daring, composite sloop, 4 guns, Commander F. J. J. Elliott, Kobe.

Esk, double-screw gunboat, 3 guns, In reserve Hongkong.

Flying-Fish, sloop, 4 guns, Lieut.-Commander Hoskyn, Shanghai.

Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Singapore.

Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhae, Sandakan.

Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Shanghai.

Linnet, British gunboat, Commander C. P. Harris, Shanghai.

Magpie, surveying vessel, 4 guns, Hongkong.

Midge, double-screw gun-vessel, In reserve, Hongkong.

Moorhen, gunboat, 4 guns, Lieut.-Commander J. H. Corfe, Kobe.

Pegasus, sloop, 6 guns, Commander Bickford, Shanghai.

Sheldrake, gunboat, 4 guns, Lieut.-Comander M. Bridger, Hongkong.

Swift, double-screw gun-vessel, 5 guns, Commander Collins, Hongkong.

Tweed, double-screw gunboat, 3 guns, in reserve, Hongkong.

Victor Emanuel, receiving ship, 20 guns, Commodore Cuming, Hongkong.

Vigilant, paddle despatch-vessel, 2 guns, Lieut.-Commander C. Lindsay, Shanghai.

Wivern, turret-ship, 4 guns, in reserve, Hongkong.

Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Chefoo.

Alert, American corvette, 4 corvette, Commander Kempff, Kobe.

Duke of Edinburgh, Russian ironclad, Captain de Giers, Shanghai.

Ermak, Russian transport, Captain Koltchau, Nagasaki.

Gornostai, Russian gunboat, 7 guns, Commander Stark, Vladivostock.

Iltis, German gunboat, 8 guns, Commander Klausa, Shanghai.

Kersaint, French corvette, Commander Beaumont, Tonquin.

Leipzig, German corvette, 16 guns, Captain Herbig, Hongkong.

Lutin, French gunboat, 4 guns, Commander Rouvier, Tonquin.

Monocacy, American gunboat, 6 guns, Commander C. S. Cotton, Nagasaki.

Morge, Russian gunboat, 7 guns, Commander Tatarinoff, Japan.

Nerpa, Russian gunboat, 7 guns, Commander Valrondt, Nagasaki.

Palos, American gunboat, 6 guns, Lieutenant-Commander Green, Hongkong.

Richmond, American frigate, 14 guns, Captain Skerrett, Hongkong.

Sobol, Russian gunboat, 7 guns, Commander Boyle, Vladivostock.

St. Petersburg, Russian transport, 6 guns, Captain Sidenener, Vladivostock.

Stosch, German corvette, 19 guns, Captain Buchholtz, Shanghai.

Tamega, Portuguese gunboat, Commander da Costa Cabral, Macao.

Tongous, Russian gunboat, Commander Heck, Singapore.

Victorieuse, French frigate, 14 guns, Captain de la Batie, Tonquin.

Villars, French corvette, 15 guns, Captain M. Dewatre, Tonquin.

Vostock, Russian gunboat, 4 guns, Commander Kolchonsky, Japan.

Wolf, German gunboat, 4 guns, Commander von Raven, Hongkong.

CANTON GUNBOAT SQUADRON.

An-lan, Viceroy's gunboat, 7 guns, Lin Kuo Ch'ang, Hongkong.

Chee-hing, Revenue cruiser, 2 guns, Chinese Captain, Canton.

Chên-to, Viceroy's gunboat, 7 guns, J. Stewart, Canton.

Chên-jui, Revenue cruiser, 3 guns, Chinese-Hongkong.

Ching-on, Revenue cruiser, 2 guns, Chung Wing Fai, Canton.

Ching-tsing, Viceroy's gunboat, 4 guns, F. Bessard, Hongkong.

Chop-chung, Revenue cruiser,——Li Tack Ming, Canton.

Chop-sai, Viceroy's gunboat, Chang, on a cruise.

Hai-ch'ang-ching, Revenue cruiser, 3 guns, Wu Jui Ch'ang, Hongkong.

Hai-king-ching, Viceroy's gunboat, 3 guns, Ch'en Liang Chieh, Hongkong.

Hoi-tung-hung, Viceroy's gunboat, Leung Yiu-Ting, Canton.

Hui-shan, Viceroy's gunboat, 2 guns, H. J. Faunch, Canton.

Li-shê, Revenue cruiser, 3 guns, Chinese, Canton.

Peng-chao-hai, Revenue cruiser, 4 guns, Chow Shou Hongkong.

Quang-on, Viceroy's gunboat, 4 guns, Lie Ping Tie, Canton.

Shen-chi, Revenue cruiser, 5 guns, San Tsung T'ai, Hongkong.

Sui-tsing, Viceroy's gunboat, 4 guns, J. B. Murray, Hai Ling Shan.

Tching-on, Viceroy's gunboat, 2 guns, Chinese Admiral, Bogue Forts.

Tching-po, Viceroy's gunboat, 3 guns, Ching, Bogue Forts.

Tchun-tung, Revenue cruiser, 2 guns, Chun Ti Hu, West Coast.

Tsing-po, Viceroy's gunboat, 6 guns, A. Gargean, Canton.

Yihu, Viceroy's gunboat, 2 guns, Chinese, Canton.

Ye-min, Viceroy's gunboat, 3 guns, T. Yeats, Canton.

Post Office.

A MAIL WILL CLOSE

For Straits and Calcutta.—Per *Moray* and *Crystal*, to-morrow, the 15th instant, at 2.30 P.M.

For Straits and Bombay.—Per *Sumatra*, to-morrow, the 15th instant, at 3.30 P.M.

For Amoy and Manila.—Per *Emuy*, to-morrow, the 15th instant, at 4.30 P.M.

For Swatow, Amoy, & Foochow.—Per *Douglas*, on Wednesday, the 16th instant, at 11.30 A.M.

For Hoihow and Pakhoi.—Per *Ping-on*, to-morrow, the 15th instant, at 5 P.M.

For Swatow, Amoy, and Foochow.—Per *Killarney*, on Wednesday, the 16th instant, at 3.30 P.M.

For Saigon.—Per *Bivouac*, on Thursday, the 17th instant, at 4.30 P.M.

The Postal Guide published in 1879 being now somewhat out of date, a revised issue is printed in the *Hongkong Directory and Hong List for the Far East*, for 1883, which supersedes all previous editions.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "DJEMNAH," will be despatched on THURSDAY, the 17th instant, with Mails to and through the United Kingdom, and Europe, *via Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Egypt, Malta, Gibraltar, and Mauritius.

The usual hours will be observed in closing he Mails, &c.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "ARABIC," will be despatched on MONDAY, the 21st inst., with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

At 2.15 P.M. Registry ceases.

At 2.30 P.M. Post-office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE FRENCH MAIL.—DAY BEFORE DEPARTURE

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

DAY OF DEPARTURE.

7. A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until.
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

DAY OF DEPARTURE.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents until time of departure.

SOLDIERS' AND SAILORS' LETTERS.

1.—Privates in H.M. Army or Navy, Non-commissioned Officers,* Bandmasters, Army Schoolmasters (not Superintending or First Class) Writers or Schoolmistresses may send half-ounce letters to the United Kingdom by mail at the rate of four cents (two-pence) each, which may be prepaid either in Imperial or in Hongkong Stamps. By private steamer the postage is two cents (one penny).

2.—The same privileges apply to letters addressed to the Privates and Non-commissioned Officers named above.

3.—Private steamers leave Hongkong for London about every ten days.

4.—The letters must not exceed half an ounce. No handkerchiefs, jewellery, &c., can be sent, even with the ends open.

5.—If from a Soldier or Sailor his class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c., in full. If to a Soldier or Sailor, his class and description, with name of regiment, ship, &c., must be stated in full.

5.—Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

LETTER BOXES.

Many boxes of letters are received at the Post Office not sealed, that is to say, the box is fastened with sealing wax, but there is no impression of a *seal*.

The attention of boxholders is called to the necessity of carefully sealing such boxes with some recognisable seal, and of sending a chit-book or receipt with them. The omission of the latter precaution leaves a doubt as to whether the contents of the box ever reached the Post Office: the omission of the former, as to whether part of them might not have been abstracted for the sake of the Postage Stamps.

RATES OF POSTAGE.

Letters, per ½ oz. .... 10 Cents.
Post Cards, each .... 4 Cents.
Books, Patterns, and Commercial Papers, per 2 oz. .... 2 Cents.
Newspapers & Prices Current, each .... 2 Cents.
Registration .... 10 Cents.
Do. with return receipt.......... 15 Cents.

Commercial papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 5 Cents.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 10 cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

TEA MUSTERS.

Persons who send Musters of Tea through the Post in Tins are requested to have them made flat or square instead of round, as it is impossible to pack round tins securely in the mail bags. It is believed that the tea will travel more safely in flat tins, which are not so liable as round ones to be bulged in. 4 by 3 by 1½ inches is suggested as a good size. The tins should not have sharp corners.

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